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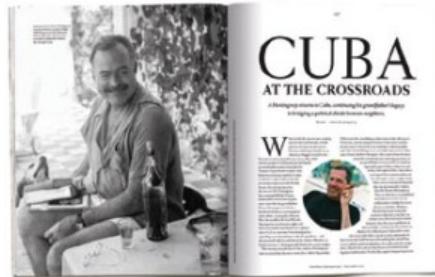
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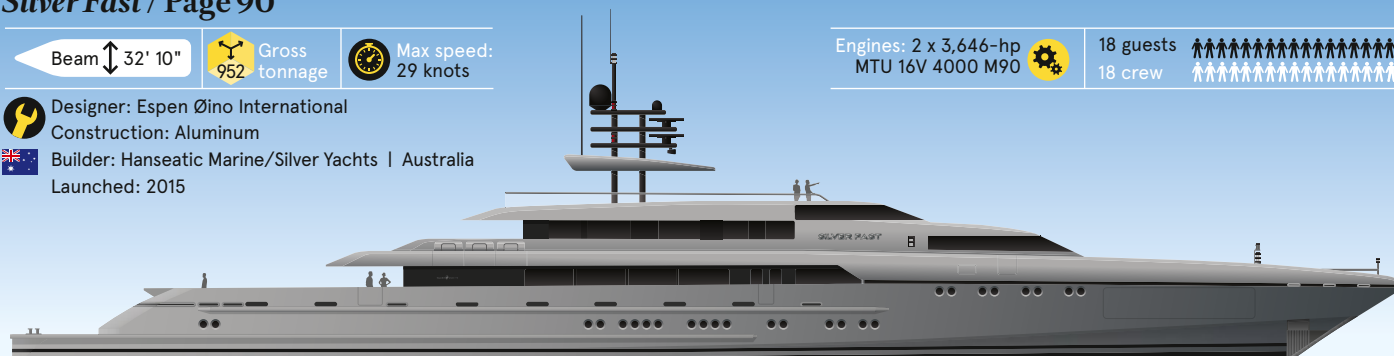
Beam $\updownarrow$ 32' 10"  Gross tonnage 952  Max speed: 29 knots 

 Designer: Espen Øino International
Construction: Aluminum

 Builder: Hanseatic Marine/Silver Yachts | Australia
Launched: 2015

Engines: 2 x 3,646-hp
MTU 16V 4000 M90 

18 guests
18 crew



Length: 252' 6" 

Vica / Page 102

Beam $\updownarrow$ 30' 5"  Gross tonnage 498  Max speed: 15.5 knots 

 Designer: Benetti
Construction: GRP/Aluminum

 Builder: Benetti | Italy
Launched: 2015

Engines: 2 x 1,300-hp
CAT 32 ACERT 

12 guests
11 crew



Length: 163' 4" 

Elena / Page 132

Beam $\updownarrow$ 27' 9"  Gross tonnage 499  Max speed: 15 knots 

 Designer: Omega Architects
Construction: Steel/Aluminum

 Builder: Heesen Yachts | The Netherlands
Launched: 2014

Engines: 2 x 1,341-hp
MTU 8V 4000 M63 

10 guests
10 crew



Length: 153' 2" 

Dominator 800 / Page 120

Beam $\updownarrow$ 19' 7"  Gross tonnage 65  Max speed: 35 knots  Engines: 2 x 1,800-hp MAN V12 

8 guests
3 crew

 Designer: Dominator Yachts
Construction: GRP

 Builder: Dominator Yachts | Austria



Length: 80' 



30'



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Silver Yachts' 253-foot *Silver Fast*,
photographed by Guillaume Plisson

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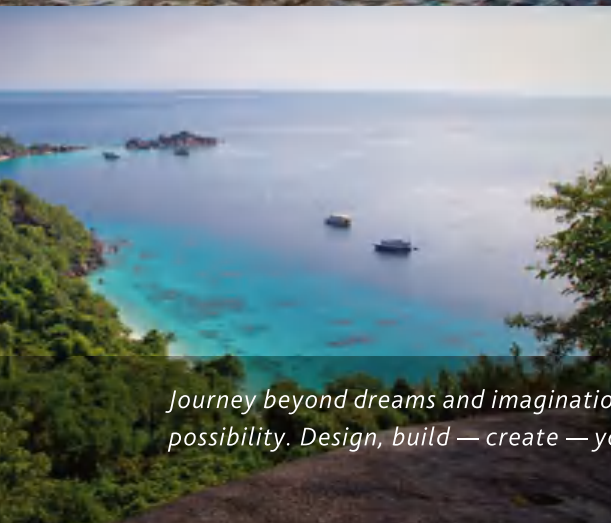
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EDITOR'S LETTER



► I took a break from my desk recently, though, being the dutiful yacht magazine editor that I am, I spent it on the water. As the saying goes, it's a tough job but someone must go cruising on a superyacht. I first sailed to the Bahamas, where nurse sharks and stingrays amused to no end in gin-clear waters, then flew to the Bay of Kotor for the inaugural Superyacht Rendezvous Montenegro. My first trip there, it was immediately obvious why this is a UNESCO World Heritage Site; the jagged coastline teeming with towering mountains is simply breathtaking.

A change of scenery is essential, whether above or below the surface, and this issue looks ahead to your next vacation as brokers confide the best places to charter this winter. We also get a unique perspective on what's clearly going to be the Next Big Thing with John Hemingway's insightful look at Cuba during its time of transition — an island nation that, as he so eloquently puts it, captured a part of his grandfather's soul. And Grace Trofa gives us a local's view of Newport, Rhode Island, a sailing town that can't quite shake its weird and wacky Gilded Age past.

As for me, the next trip will be back to Monaco for the yacht show in September, where the number of superyachts debuting never fails to astound. Get a sneak peek on page 42.

Kate Lardy
EDITOR



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Tim Thomas

► A lifelong sailor, **Tim Thomas** studied naval architecture before he became a journalist, writing for leading yachting and lux titles. He is the former editor-in-chief of *Boat International* magazine.

Best time on the water? During the 150-year America's Cup celebrations in the UK in 2001, I was invited to sail on *Australia II*, which wrestled the Cup from U.S. hands in 1983. Less than 20 people have ever sailed her, and the experience was extraordinary. This was the yacht that inspired me to race in my youth, and there I was manning the coffee grinders alongside nearly all the original Cup-winning crew.

Why turn to page 24? Superyacht racing is hot right now, but how do you match up a 100-foot carbon flyer with a 200-foot cruising ketch? Having raced everything from Lasers to supermaxis and beyond, I've flirted with IOR, IRC, IMS and box rules and been largely confused by all of them, which is why the transparent new ORCs rating rule is so interesting.

*Marilyn DeMartini*

► **Marilyn DeMartini** loves the ocean. A fitness fanatic and Floridian since the mid-'80s, she's been published in several magazines, including *Men's Fitness*.

Favorite place to cruise? Enthralling to reposing, bareboating the British Virgin Islands evokes a perpetual grin. New Year's Eve on Jost Van Dyke,

rejuvenating on Peter Island, then on to the Baths and the Bomba Shack, diving; imbibing, sailing and sunning – it's as close to heaven as I am ever going to get!

Why turn to page 142? The trend and influx of big power for super consoles put my own "speed gene" in gear, to report from friends and colleagues with whom I've worked and played in powerboat racing, poker running and on the boat show circuit. The "go fast" crowd always has powerful news to share!

Grace Trofa

► Hailing from Newport, Rhode Island, **Grace Trofa** writes for a variety of yachting magazines. Her articles have been published worldwide.

Quintessential Newport experience? Around 1 a.m., after a raucous dinner punctuated by a few too many shots of absinthe, we jumped into a dinghy. Once in the middle of the harbor, one of the guests, a young member of the German symphony, stood up and played a haunting rendition of "Amazing Grace" on his trumpet, the sound drifting across the water.

Why turn to page 156? It takes a lot of hubris to write about your hometown, least of all Newport, where we are surrounded by significant architecture and where our harbor hosts some of the world's most magnificent yachts. Some say it is the last vestige of the old Yankee and WASP class, but certainly there's no place quite like Newport.

*Jonathan Glynn-Smith*

► **Jonathan Glynn-Smith** is a fashion/portrait photographer and commercials director based in London. His editorial work has been published in many of the world's glossy magazines, including *Esquire*, *GQ* and *Harper's Bazaar*.

Most memorable boat trip? I sailed a 32-foot Nantucket clipper with a friend from Southern Ireland to La Coruna, Spain. While encountering some bad weather, I got so tired that I hallucinated from exhaustion. I thought that the wind vane was a penguin that had hopped aboard and I started talking to it, much to my crewmate's amusement.

Why turn to page 112? The inspiration for the fashion shoot was *Starlet*, enjoying a bit of time out before her next film. Shooting the model in the crow's nest was amusing as the scale of the mast was simply huge. So the trick was to not let the yacht overtake the model. The day went effortlessly as the owners of *Parsifal III* were on board and were incredibly generous and hospitable.

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► You're only as old as you feel and *Dorade* seems to feel mighty young. This 52-foot yawl rose from the drawing board of a 21-year-old Olin Stephens in the depth of the Great Depression and was launched at Minneford Yacht Yard in New York in 1930. By 1931, she was famous, having won the Transatlantic Race in a record of 17 days, one hour and 14 minutes. Rebuilt and under the care of owners who want her to win races again, *Dorade* has shown her relevance and competitive edge in several bluewater races, including the 2015 Transatlantic Race in July. She did not win; however, not only did she place second in the Classic division and IRC Class 4, she also broke her own record covering the 3,220 nautical miles in 14 days, 22 hours, 55 minutes and 57 seconds.

+ FOR MORE NEWS, SEE PAGE 30.



THIS MONTH: Alex Dreyfoos' circumnavigation, a fairer superyacht racing field and 23 world debuts to see in Monaco ►

The way I sea it

Alex Dreyfoos believes in setting goals. He just completed a circumnavigation after five years of trying to close the loop. What's next? Read on.



As I began this column, I was aboard my vessel *Silver Cloud* in Mallorca. Technically, *Silver Cloud* completed her longitudinal circumnavigation as she crossed the meridian of her birthplace – Lemwerder, Germany. As for me, the goal is Gibraltar, which is where I consider the beginning of my port-to-port circumnavigation in 2008. I've been working on closing the circle for more than five years.

Silver Cloud is herself a goal. I bought my first significant boat in 1978, a Rybovich sport-fisherman on which I could enjoy fishing and exceptional diving in The Bahamas, which is my backyard. My wife, Renate, loves boating, but she can get seasick on a trolley car. So I bought a bigger, heavier boat thinking that was the answer. It wasn't. An even bigger, heavier boat than that wasn't the answer, either.

There have been many articles about my search for a yacht that would enable Renate and me to continue cruising, so suffice it to say that our SWATH accomplished that goal and we won a World Superyacht Award in the process. We have cruised the Caribbean and through the Panama Canal, up to Alaska, across to and circling Japan, to Palau, Yap, New Guinea – the absolute best experience – French Polynesia, Fiji and on to Australia. Along the way, many people told me I really should dive the Seychelles, so I made that a goal.

Five years ago, after visiting Cairns and the Great Barrier Reef, we were looking forward to

the Seychelles when we learned that piracy in the Indian Ocean would void our insurance coverage. We altered plans and came home via New Zealand, the Galapagos and then navigated the Amazon River to Peru. Disappointed, I flipped my goal to circumnavigation.

Last year, Renate said she would like to celebrate her 70th birthday with a return to Sydney, so in June 2014, *Silver Cloud* arrived on the opposite side of the world. My captain and I began planning to complete my circumnavigation in earnest. Once again, threats of piracy took the Seychelles off the table. We could head west via Cape Town with a fuel stop at Reunion Island. That was a long detour. The Maldives, which promised good diving, however, could be achieved if we followed a certain route. But could we pass the Horn of Africa?

After long negotiations with our insurers, we received permission to go from Australia to the Maldives and through the Suez Canal, with some caveats as to rigging the boat to run the gauntlet off the Horn of Africa. I was elated until the insurer said the coverage was for the boat, not for me. I was a hostage risk. Nuts to that, I thought,

I'm 83 years old. I bought my own hostage coverage. I told the crew they didn't have to go; they could take their vacations. Not one took my offer.

In Fremantle, our security consultants and armed guard guided us through creating a citadel room, covering the windows and building a steel and sandbag bunker around the wheelhouse. On April 11, we left Fremantle.

After great diving in the Maldives, we collected our second armed guard and headed for the red zone. The trip was relatively uneventful until we exited the Suez just as ISIS blasted a freighter off of Libya. We altered course, heading around Crete before turning toward Mallorca.

Would I do those particular 8,496 miles again? Yes. My desire to complete a bucket list item is pretty high. Now, as I complete this draft, we have fueled at Gibraltar and are headed for Florida. Goal accomplished; I'm a happy camper.

So what's next?

We'll paint the boat, cruise the East Coast and Caribbean and visit Iceland. In the meantime, I'll finish my autobiography. I still haven't dived the Seychelles. I have goals. See my travel photos at www.yachtsilvercloud.com. ■



STEFANO RICCI
Royal Suite Collection

Ever since non-identical yachts started facing off each other on the water, individuals and organizations have strived to create a handicapping system to ensure fair racing. IOR, IMS, IRC, box rules, etc. all attempted it, but it never seemed quite right. The explosive growth of superyacht racing makes it harder. How do you measure a sleek, 50-ton, 80-foot performance yacht against a 350-ton, 150-foot cruising yacht?

It's not simple. There has been a gradual evolution in superyacht rating rules over the last decade, from the Bucket Rating system to the International Super Yacht Rule (ISYR). Now comes the ORCsyr rating, which debuted at the Loro Piana Caribbean Superyacht Regatta last March as the brainchild of the Offshore Racing Congress (ORC). ORC chairman Bruno Finzi says discussions first took place with the Super Yacht Racing Association (SYRA) at the maxi regatta in Porto Cervo in September 2014. "We made a proposal in October and by March 2015, we were on version 34 of ORCsyr!"

The ORCsyr rule collects data from the yacht's designer and the yacht's captain and then puts it through a velocity prediction program (VPP) to create a base set of parameters — effectively, a calculated guide anticipating performance in various sea states and wind conditions and at different angles to the wind. Added to this is an objective element: observation on the water. "Essentially, it is VPP that contains some dynamic allowance adjustment according to the sail area: displacement ratio, power or dynamic allowance. So, for example, a yacht that needs to furl its headsail in order to tack will have that taken into account over a yacht that can tack without furling," Finzi says.

He is quick to point out that the observed performance factor is based on electronic tracking data, "and any subjectivity will also be eliminated by putting observers on board." A yacht cannot gain an advantage by getting a lower rating when it merely has been badly sailed.

The VPP model for rating systems was developed in the 1980s at MIT for US Sailing, and



No gust, no glory

Tim Thomas explains the new superyacht rating rule that owners say is the fairest of them all.

The ORCsyr rule aims to be anything but a mystery.

then ORC, which used it as the basis for the IOR rule, and subsequently the IMS rule — known among racers as the International Mystery System. The ORCsyr rule, however, aims to be anything but a mystery, and this is one of the keys in making superyacht racing fairer.

"The good thing about the new rule is that it is transparent, so each owner can see how the yacht's data is treated and can compare it directly to others," says Finzi. All the data and ratings are published on the ORC website and are open to discussion, he adds.

The ORCsyr rule also gives race committees options as to what type of race or scoring system to use. For instance, a race can be run on time-on-time lines; in this case the rating is used to create corrected times to determine results post-racing. Or the rating can be used to evaluate starting times with all yachts theoretically finishing the course at the same

time for a first-past-the-post pursuit race.

The pursuit race format under ORCsyr calculates how long a yacht should take to complete the course based on what is called a circular random program

rather than a constructed course; the former uses a simple polar system to determine speeds at different angles, while the latter sends the virtual fleet around a virtual course to calculate time. "The constructed course method can introduce variables far wider than any handicap rule," says Peter Craig, principal race officer for several superyacht events and SYRA's executive director.

The results are clear. Most owners and captains are happy with the new system, and the racing has been spectacular. Races at the Loro Piana Caribbean and Sardinia regattas produced some of the closest finishes yet seen in superyacht racing. Gerhard Andlinger, owner of *P2*, summed it up following a thrilling win at the Loro Piana regatta in the BVIs. "On day two, the three fastest yachts in Class A were just seventy seconds apart, and day three saw the same kind of racing finish," he says. "I'd say this was the most exciting win of any we've ever had."

You can't say fairer than that. ■



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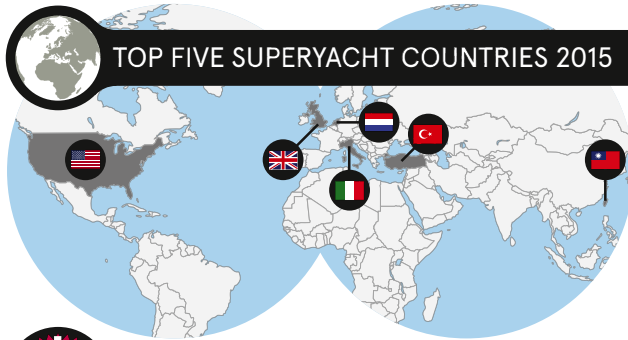
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FORGING AHEAD

The superyacht industry's recovery following the economic crunch has been steadfast. But as 2015's half-year figures show, matched against the first half of previous years, the market remains a little fragile.





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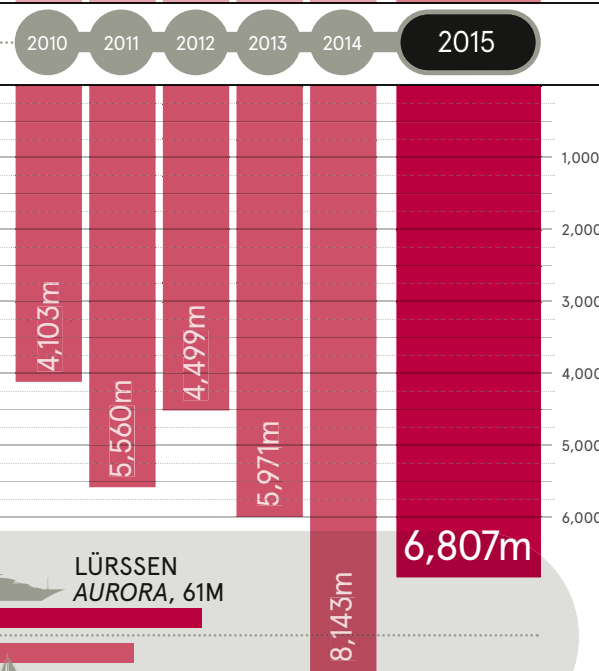
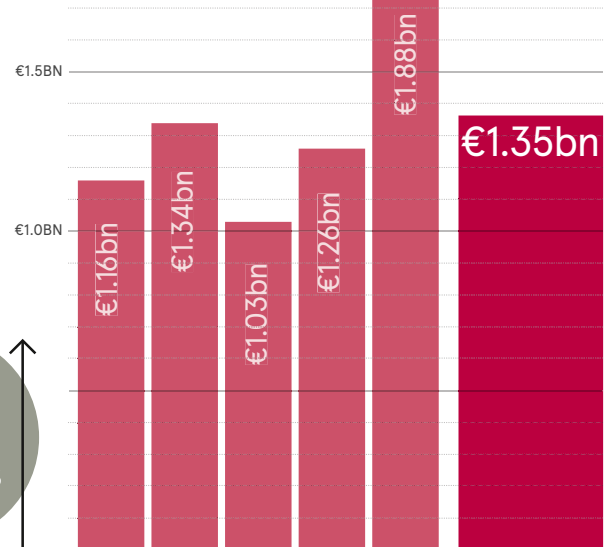
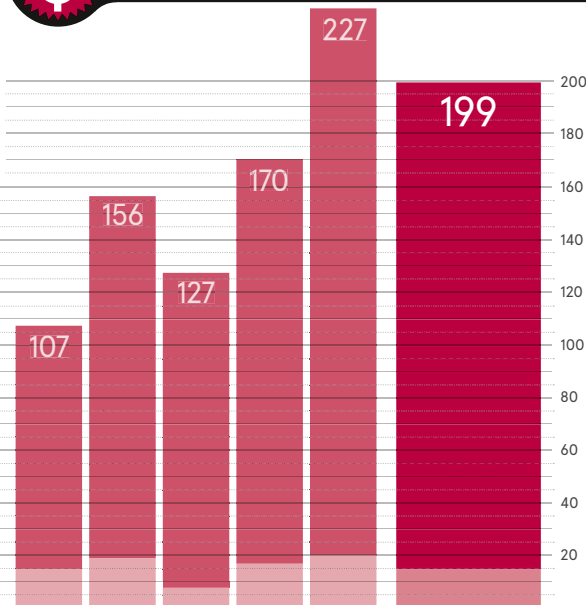
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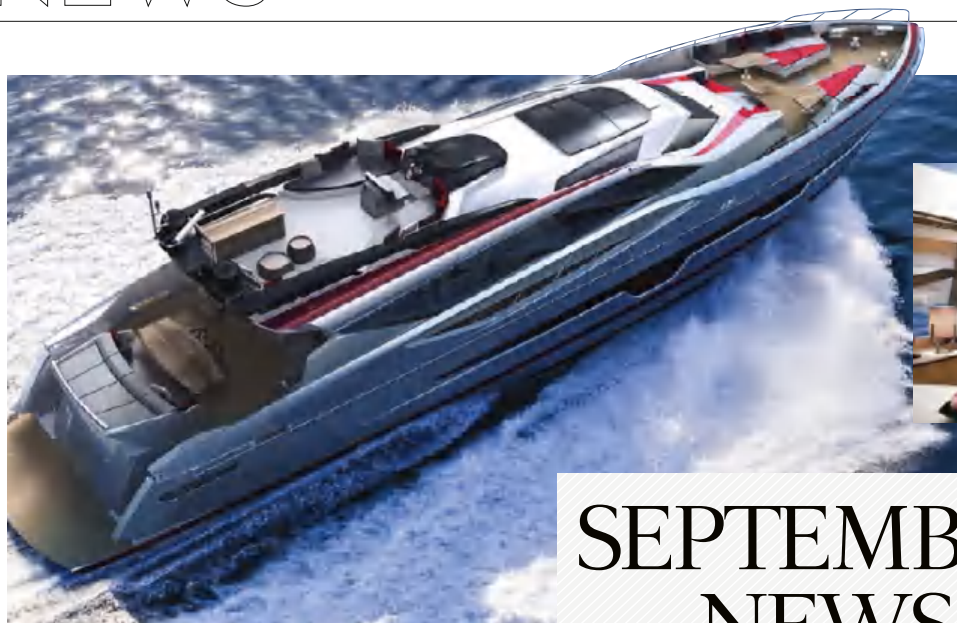
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SEPTEMBER NEWS

A new brand of yachts is born, Baccarat launches its first hotel and a Frank O. Gehry boat sails from Maine.

First look

► Numarine is a bit of a unique case in Turkey, and not just because of its hilltop location (in Gebze, near Istanbul) or the colorful hulls that come out of its modern facilities. Its founder, the experienced yachtsman Omer Malaz, returned in 2012 to take sole control of the company, and it's been fast forward ever since.

The yard recently pocketed contracts to build its 105-foot express cruiser. Following the design of a rakish 130-footer a few years back, two years ago the builder developed the 105 with similarly striking lines. That concept has struck a chord and Numarine already has completed the hulls for two of them.

The design of the 105 is by award-winning industrial designer Can Yalman, who's enjoyed a fruitful relationship with Numarine since he opened his own studio in Turkey in 2002 after graduating from New York's Parsons School of Design.

The arrangement borders on exotic — all of Yalman's designs for Numarine have a bit of an edge, but the power package is more

conservative. Malaz, being a boater, likes reliable systems, sharing this point of view with his designer. Numarine is not going for record-setting speed for this express cruiser, but she will be fast. Powered with twin 1,925-hp Caterpillar C32s, the yacht should exceed 30 knots and cruise at around 26 knots, partly due to her construction. Numarine uses advanced composite construction,

vacuum-assisted infusion techniques, PVC foam and E-vinyl ester resin for sturdy and lightweight hulls.

Built to RINA rules, the sporty yacht has a well-concealed sun deck with a helm station and lounge; up to four staterooms, including a full-beam master cabin with king-size bed; a garage for the tender and a forward lounge area. Most everything, including the furniture, is done in-house, which allows the yard to control quality, weight and cost. The Numarine 105 is priced at around €6.9 million. Paint in any color rather than gelcoat, incidentally, is an option.

Numarine will show its 60 (a world debut), 70 and 78 Flybridge yachts at the Fort Lauderdale International Boat Show in November. www.numarine.com

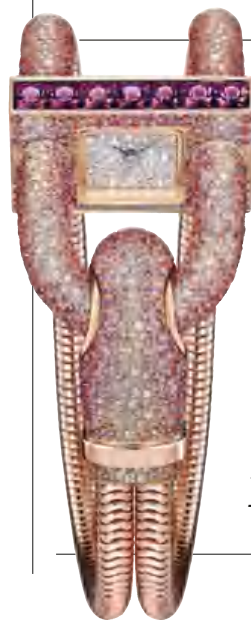
ROMANCING THE (GEM)STONES

Always in touch with its feminine side, Van Cleef & Arpels has created a delicate and poetic collection inspired by kites fluttering in the wind. The Cerfs-Volants necklace (far right) is a cascade of pink and mauve sapphires, mother-of-pearl and diamonds suspended in rose gold. The back of the necklace is openwork to enable light to pass through, and the piece is intended to feel as though it was floating on your neck.

Available in November, the Cadenas Pavée Saphirs Roses Bracelet (left) weaves pink sapphires and diamonds in a double-snake bracelet of pink gold. The classic Cadenas watch allows the wearer to check the time discreetly. "Cadenas" means "padlock" in French and the design is intended to symbolize an unbreakable union between two people. Legend claims that the Duchess of Windsor and her enduring alliance with King Edward VIII inspired the jeweler to create it in 1935.

To complete your ultra-feminine collection in rose gold, consider a pair of Oiseaux de Paradis Volutes earrings (right). Semicircles of pink sapphires, spinels and diamonds set in rose gold appear to dance around the ear like the flamboyant displays of birds of paradise. www.vancleefarpels.com

— Harriet Mays Powell



The new collection at Van Cleef & Arpels features pink sapphires and rose gold.

Never short on style

This month: Burberry's Pea Coat

► A good coat should provide three things: warmth, style and protection from the rain.

Founded in 1856, British manufacturer Burberry made its name on gabardine coats that could withstand almost any weather. Fame came through early Antarctic explorers Roald Amundsen, Robert Scott and Ernest Shackleton.

Appropriate conditions are unlikely in the Caribbean or Mediterranean, but this pea coat is so sleek it surely merits a fall trip to Maine and can even find its place on boat decks during a Florida winter. Burberry bonded cotton pea coat available through uk.burberry.com. £495

wardrobe
essential

SWIFTLY GOING TO NEW LENGTHS



Powerful luxury cars — more specifically GTs, or Gran Turismo cars — have inspired Dynamiq Yachts, a new company which has unveiled a range of low-profile, all-aluminum yachts, all around 130 feet long. Also translated from the car world is the company's online "configurator," which allows potential owners to choose everything from the color of the exterior paint to the Baccarat crystal with the click of a mouse.

All of the Dynamiq GTT models (three currently) are designed to deliver comfort, fun, transatlantic range and efficient speed.

Dutch naval architects Azure and Van Oossanen and designers Bannenberg & Rowell worked with the company's founder, Sergei Dobroserdov, on the entire range, which will feature custom furniture by Glyn Peter Machin, MAN engines and Fortjes counter-rotating pod drives.



The first Dynamiq D4 yacht, a 127-foot yacht with four cabins and top speed of around 21 knots, is under construction in Italy at a yard owned by The Italian Sea Group, and will debut at the 2016 Monaco Yacht Show.

Worth Avenue Yachts represents the brand in the United States. www.bedynamiq.com

Own a piece of Hollywood history

One of the boats that starred alongside Humphrey Bogart and Katharine Hepburn in "The African Queen" is for sale.

At least two *African Queens* were used for the filming of the John Huston 1951 classic. One, which was brought to the U.S. from Africa in 1968, is currently located in the Florida Keys. The other is now for sale in Uganda, which was one of two filming locations Huston chose. Her current owner, Wildwaters Lodge proprietor Cam McLeay (pictured), bought the boat from Yank Evans, who found her in a sorry state along the Nile in Murchison Falls National Park and had her refurbished, converting her diesel engine to the steam one she appeared to have in the film. McLeay had to do substantial work on the hull again when he bought the boat, which he used to run river adventures from his lodge. Now he is off to new adventures and the boat is for sale. sue.grant@berthon.co.uk



SLEEP TIGHT PRINCESS

Recent reports say that Americans sleep fewer hours than ever before. The sleep-deprived nation may be clamoring for better beds. If so, Vispring, a British company in business since 1901, may be the answer.

Each bed is made-to-order by hand and the company has a roster of famous clients. David and Victoria Beckham sleep on a Vispring bed, customized with cashmere, silk and lambswool. And Vispring beds were delivered to The Goring hotel in London for Kate Middleton and her family prior to the royal wedding.

From mattresses with curved or tapered corners, four posters, extra-wide beds, divans or special headboard sizes, nothing is beyond the capabilities of the firm's craftsmen. The company's luxurious beds naturally found their way onto ships and yachts. Vispring beds were found in the first-class cabins of the Cunard liners and, a few years ago, Princess Yachts began installing Vispring beds on all of its luxury yachts (right). www.vispring.com
— Harriet Mays Powell



IT'S IN THE (VUITTON) BAG

Louis Vuitton has returned as a sponsor of the America's Cup World Series, the America's Cup Qualifiers and Challenger Playoffs.

The America's Cup World Series kicked off in July in Portsmouth in the U.K. Events will return to Portsmouth in July 2016 and also take place in Chicago before the June 2017 qualifiers and playoffs in Bermuda.



Flex your muscle

Innovative batten solutions for superyachts that take competition seriously



The 216-foot Vitters Aglaia is one of a few large sailing yachts to adopt FlexiFurl battens.

So, you're a steadfast superyacht cruiser rather than a hard-boiled racer, yet you hanker after a bit of performance and, perhaps, some competition. The race gorillas are on board, your guests are pumped and the wind is singing in your rigging. You get ready to line up for your start, kill the main and pull out the canvas.

Suddenly, your smile fades. You've just hit the depressing moment when you unfurl that bag of a genoa up front and glance across at your rival's shiny carbon racing-blade sail with its perfect aerofoil shape held nicely to the optimum curve by solid, full-length carbon battens. If only someone could invent a horizontal batten that magically wraps around your forestay....

Fortunately, help may soon be at hand.

Two firms are working on new batten technology that may solve the problem of racing with furling headsails, and each of them

— naturally — claims that theirs is the best.

New Zealand's C-Tech has long been at the forefront of spar and batten technology. In 2002, it started producing battens and, with both the Team New Zealand and Alinghi America's Cup teams in 2003 using C-Tech gear, they come with pedigree. "We started

developing superyacht battens around the same time," says company owner Alex Vallings.

Indeed, having supplied custom battens for many of the top

superyachts, C-Tech went on to develop the inflatable batten in 2008, a viable alternative for the more race-orientated superyachts with furling headsails. However, inflatable battens are not really suited for cruising.

If only someone could invent a horizontal batten that magically wraps around your forestay...

Fast forward to 2014 and the METS exhibition in Amsterdam where Vallings was all excited about another development, the advent of furling battens for superyachts.

Further down the size range, C-Tech's FlexiFurl batten has been making waves. Based on a sheathed, glass pre-preg fiber design, the FlexiFurl batten retains optimal stiffness when in "batten

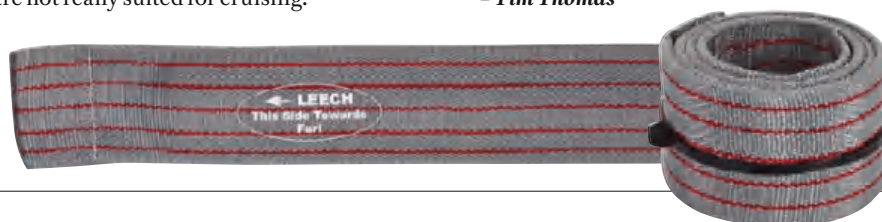
mode," but when the leading edge curves around the forestay during a furl, the stiffness changes to flexibility. "It's been good for smaller yachts, but so far is relatively unproven for bigger yachts," Vallings says. "We've now got bigger FlexiFurl battens on superyachts *Visione*, *P2* and the 216-foot Vitters *Aglaia*, hopefully with more to follow."

C-Tech is not the only firm working on furling battens. The Flatten, by Dan Primrose and Simon Fry of Primrose Fry Technologies, takes a slightly different approach, meaning it is not straining to spring straight when the batten is half unfurled. "It's made using GRP with polyurethane thermo-plastic, so it's tough," Primrose says. "Long-term durability is key for us. We've had them on a J/111 although currently we only make them for yachts up to fifty-six feet. We know what we're going to do for superyachts — the concept works."

Although not at a size suitable for large superyacht headsails, the team has talked to a couple of the WallyCento fleet — *Hamilton* and *Magic Carpet*³ — about using the system for staysails.

So there you have it. Two different approaches, both offering a tantalizing glimpse of what might be just around the corner for superyacht cruisers who take their competition seriously.

— **Tim Thomas**



THE AMELS 199 DESIGNED BY

Tom Heywood



The Ultimate Dutch yacht building experience

The Limited Editions range creates the perfect balance between full custom and semi-custom, with your choice of interior designer and the absolute highest AMELS quality. You'll be pleasantly surprised by how soon you can enjoy your new yacht. How do we do it? Discover our unique approach on www.amels-holland.com or call our CEO Rob Luijendijk on +31 118 485002. We hope to see you at the upcoming yacht shows in Monaco and Fort Lauderdale!

AMELS 

THE ART OF YACHT BUILDING



Ranging from 180 to 272 feet

Choose AMELS for a true motor yacht of unsurpassed quality, built in the country that invented the very word yacht. AMELS' highly successful Limited Editions range has revolutionized the elite world of luxury yachting with 20 superyachts over 180 feet delivered in 8 years. Today AMELS boasts the largest yacht building facility in Holland and an enviable financial strength.

AMELS 180



55 mtr (180 feet) / 707 GT

AMELS 212



65 mtr (215 feet) / 1.574 GT

AMELS 188 (New)



58 mtr (190 feet) / 970 GT

AMELS 242



74 mtr (242 feet) / 1.787 GT

AMELS 199



62 mtr (204 feet) / 1.147 GT

AMELS 272



83 mtr (272 feet) / 2.827 GT



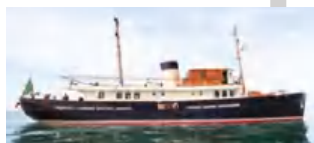
Resort yachts

La Sultana is the latest in the string of themed yachts for resort chains; this former Russian warship now has a Moorish palace theme and is available for charter.



Great halls

Yards are building dry docks for larger yachts; at Heesen, construction on a new dock has just begun and at Oceanco (above), it has recently ended.



The classics

Millennials, look out: It's cool to look old. Witness recent refits Shemara, Malahne and RS Eden and Rossinavi's new Taransay (pictured), an instant classic.



Scotland

A really big yacht eclipsed the crowd on the Med by visiting Scotland's western shores. Unexpected, but Mr. Abramovich is making cool Scotland hot.



Carbon fiber

This all-carbon 127-foot sportfishing machine is being built by Yachting Developments to a design by Michael Peters.

What's hot
&
what's knot



Mullions

A trend in yacht design is to get rid of pesky supports on windshields. Wraparound glass, free of mullions, like on the Dominator 800, is the hot ticket now.



White

Paint is venturing into daring colors and white hulls seem quaint; even light-hued hulls now have an added twist, like a pearlescent finish.



Big for big's sake

Larger is not better, according to Feadship; what matters is how innovative or eco-friendly yachts are.



Chilean seabass

Just say no. Not only is it not seabass, fishing for this deep-water fish is destructive to the sea floor, plus it's now becoming scarce.

A SUPERYACHT HARBOR IN MIAMI AT LAST



Will Miami become a superyacht destination like Monaco or Montenegro? The developers of Island Gardens have a grand vision for a marina complex with retail and hospitality components off Watson Island at the heart of Biscayne Bay. The views are unbeatable; the location is ideal, close to all of Miami's hot spots and beyond with access to a heliport, and now, after many years of delay, the project is off to a solid start.

Target opening for the marina component, called Deep Harbour, is early December to cater to the international crowd coming to Miami for Art Basel, which takes place December 3 to 6 this year. Deep Harbour will have capacity for 50 slips along floating docks and will be able to take the very largest yachts; 550 feet is the limit. The Technomarine Group is designing the docks for superyachts. The slips are available for short- or long-term leases and a reservation system is in place for transient yachts.

A nice bonus for yachts will be the ability to clear into the U.S. on site. Until a planned permanent office is built, customs and immigration officers will be on call.

Services for the yachts and their crew will be available upon the marina's opening, but the hotels, shops and residences are further down the line, with completion dates in 2017 and 2018.

Flagstone Property Group is working with Miami-based architectural firm Nichols Brosch Wurst Wolfe & Associates for a feel and look cohesive with the glittering bay and award-winning architecture of the Miami skyline. www.islandgardens.com

No runway required

California company ICON Aircraft is ready to begin full production of its innovative A5 in September. Under development, construction and testing for years, the sport aircraft has now received all required FAA certificates.

The innovative and lightweight A5 can be stowed on a superyacht with its wings folded and landing gear retracted and lands on water as well as land. It accommodates two: a pilot and a passenger. www.iconaircraft.com



MARK YOUR CALENDAR

ShowBoats International Boys & Girls Clubs Rendezvous November 12 to 14

► After a few years at Atlantis on Paradise Island, the ShowBoats International Boys & Girls Clubs Rendezvous is being moved to Miami's most exclusive zip code.

The 28th annual rendezvous takes place on Fisher Island, November 12 to 14. The theme for the Friday evening party may be "Miami Vice," but this event really will be Miami Nice. Aside from headliner band The Pointer Sisters, expect a great yacht line up, fun social program and enticing auction prizes to benefit the Boys & Girls Clubs of Broward County's educational programs.

An investment of \$60 million has given Fisher Island, the Vanderbilt family's historic 116-acre playground, a whole new luster. William Kissam Vanderbilt II is said to have traded his 250-foot yacht for seven acres of the island from then-owner Carl Fisher. Renovations were made to the historic Vanderbilt home, now a 45-room luxury hotel, and the par-35 nine-hole golf course and tennis courts, accessible only to residents and Fisher Island Club members. www.yachtrendezvous.com



Captain's Hideout

September 23 to 26 and November 5 to 9

► The Captain's Hideout returns to the Monaco Yacht Show in September and the Fort Lauderdale International Boat Show in November. In addition to being a fantastic oasis to escape the crowds, to relax and to catch up with friends, this year's Hideout will deliver prizes. For a chance to win Best Crew Image, Most Traveled Voyager or Unrivaled Cocktail, register now at www.captainshideout.com/register.



ShowBoats Design Awards

February 22, 2016

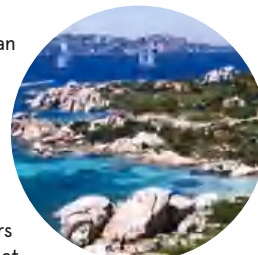
► Deadline for entry into this year's competition is October 28. To qualify, all yachts must be longer than 30 meters and have been delivered to their owners between November 1, 2014 and October 31, 2015. The awards honor the creative and adventurous talents behind the most innovative, elegant and inspiring sail or power yacht designs. Winners will be announced at a gala event in Kitzbühel, Austria, on February 22, 2016, in conjunction with the Superyacht Design Symposium. For entry form and more information, visit showboatsdesignawards.com.



Loro Piana Caribbean Superyacht

Regatta & Rendezvous
March 9 to 12, 2016

► The Loro Piana Caribbean Superyacht Regatta & Rendezvous comes back to the shores of Virgin Gorda, BVI, March 9 to 12, 2016. Hosted at the state-of-the-art YCCS Superyacht Marina, owners and their guests can expect exclusive hospitality services and outstanding social occasions alongside the highly competitive racing. Registration is now open. www.loropianacaribbeansuperyachtregatta.com



Spotlight ► New to the market



City
\$200,000

► Classic Feadship City, an 86-foot canoe-stern yacht from 1964, has been listed for sale, although she needs a full rebuild. Broker Denison estimates she could be fully restored at a cost of \$5 million.



O'
€3.9 million

► Yachtzoo in Monaco has listed the Mangusta 108 O'. Built in GRP by Overmarine to an in-house design and Bureau Veritas classed, she was delivered in 2007. She sleeps up to eight guests.



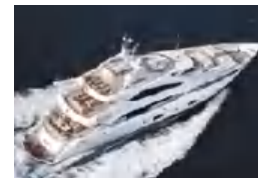
Harmony
\$29.995 million

► The 164-foot Westport Harmony is listed for sale by Ocean Independence. Delivered in 2010, she has six suites including an on-deck master and a bridge deck VIP, plus a convertible gym.



Madsummer
\$37.5 million

► Moran Yacht & Ship has listed 181-foot Madsummer for sale. A De Voogt Naval Architects design built to Lloyd's class in 2005, she had an extensive refit in 2015. Five en suite cabins accommodate 10 guests.



Jelana
€13.56 million

► The 131-foot Jelana, delivered in 2011, has been listed for sale by Sunseeker Germany. Her voluminous interior offers accommodations for up to 12 guests in six cabins, all with en suite bathrooms.

Lifting the fog on the Frers 74

► It was just before 11 p.m. when Brooklin Boat Yard launched the 74-foot, Germán Frers-designed *Foggy* late in June. The reason for the late hour was that the boat needed every inch of tide in the yard's Travelift basin to keep its 18,959-pound bulb keel, suspended on a carbon fiber fin, out of the mud.

The launching had a surreal air. The small, family-owned yard and the surrounding Center Harbor were cloaked in darkness. A handful of work lights illuminated the bright-finished sloop, filling the Travelift bay, and its towering carbon fiber mast disappeared into the night sky.

Although the boat draws 12 feet, five inches, the late hour, sparse crowd of onlookers and darkness honored the desires of *Foggy's* commissioning owner and world-renowned architect Frank Gehry to keep the launch quiet. It's hard, though, in a tiny Maine village that bills itself as the boatbuilding capital of the world to hush talk of a project that occupied the town's largest boatyard and principal employer for nearly two years.

While Frers drew the boat's hull and rig, Gehry, known for his titanium-clad Guggenheim Museum in Bilbao, Spain, among other striking buildings, designed the intricately shaped "daylights" that pierce the boat's hull and the complex skylight above the huge main salon. Together they incorporate nearly 900 individual pieces of curved, carbon-reinforced glass.

At high tide, with Brooklin Boat Yard owner Steve White at the helm, *Foggy* backed slowly out of the slip and into the dark — the intricate



Brooklin Boat Yard's Steve White on launch day; Frank Gehry and an early rendering.



daylights glowing like jack-o'-lanterns — and tied up at the yard's main float.

Foggy's foam-cored hull has inner planking of fore and aft Western Larch covered with epoxy-infused carbon fiber. The outer planking is two inner layers of Western Red cedar, an outer layer of Western Larch and a layer of carbon fiber. The laid teak deck is also foam-cored.

Designed as a fast daysailer, the Frers 74 measures 73 feet, nine inches overall, with a beam of 18 feet, 10 inches. Calculated lightweight displacement is 54,454 pounds.

Hall Spars built the boat's deep red-colored carbon fiber rig. At 108 feet from heel to masthead, *Foggy's* mast is the longest by several feet stepped at Brooklin Boat Yard. The triple-spreader mast, supported by carbon fiber standing rigging, flies about 1,016 square feet of sail inventory from North Sails.

Foggy's interior — a large master stateroom forward, and a tiny galley and two small sleeping cabins aft of the salon — were designed by Gehry right down to the color scheme, door handles and washbasin fixtures. Those handles, and virtually all of the metal fittings on the boat, including twin pedestals and wheels and the massive Harken boom vang, were fabricated from titanium.

After a summer on the East Coast, *Foggy* was salted to sail for her homeport of Santa Monica, California. www.brooklinboatyard.com — **Stephen Rappaport**

HOSPITALITY THAT'S CRYSTAL CLEAR

The somber canyons of midtown Manhattan recently have been brightened by the dazzling debut of the Baccarat Hotel. Founded by King Louis XV, Baccarat has been making crystal for 251 years, so the news that it was planning to launch a brand of luxury hotels was bound to create quite a stir. The New York property is the first, with future locations to include Rabat, Doha and Dubai.

The hotel, which opened in March, occupies a site on West 53rd Street directly opposite the Museum of Modern Art. Skidmore, Owings & Merrill designed the 50-story tower, the first 12 floors of which contain the hotel's 114 rooms and suites. The remaining space is devoted to private residences, including a penthouse (with a \$60 million price tag).

Rooms feature floor-to-ceiling windows, Baccarat tumblers and minibar snacks from Fauchon. The restaurant, Chevalier, is helmed by Chef Shea Gallante, whose menu shows due respect for Gallic culinary tradition. And the bar, with a 60-foot counter and a terrace overlooking MoMA, has already become style-conscious New Yorkers' watering hole of choice. www.baccarathotels.com — **Harriet Mays Powell**





LUXURY. REDEFINED. THE 131 YACHT.

Sunseeker USA Sales Co. Inc. | 616 801 3686 | info@sunseeker-usa.com



Seek an even bigger sun

Sunseeker is revamping its product line, which includes its 131-foot yacht introduced in September 2010. More volume, larger deck spaces, a garage for a good-size tender and even bigger views come standard, while everything else, layout (five cabins or more) and décor, is left for the owners to decide.

The first 131 Yacht does not launch until early next year, but the British boatbuilder reports four of these yachts have sold already, including one to a U.S. client.

www.sunseeker.com



A new Hinckley is born

Designer Bill Tripp may have tackled a huge project of late (the biggest ketch in the world, no less) but this yacht, while so much smaller, is also quite exciting. The Bermuda 50 is the first Hinckley sailing yacht to launch in a decade. Her crisp and modern lines, carbon construction, hydraulic lifting keel and automated sail handling may set her apart, but she really is an evolution of Hinckley's Bermuda 40, which Tripp's father designed.

Built for family cruising and competitive racing, *Watermark*, one of two Bermuda 50s built to date but the first on the racing scene, set sail to Rhode Island to take part in the 50th Block Island Race Week this past summer. www.hinckleyyachts.com



A TAX BREAK IN TIME FOR REFIT SEASON



The State of Florida has recently approved a \$60,000 sales tax cap on refits, effective July 1, 2015. This means that Florida's six percent sales tax will now only be applied on the first million of the refit. While the number may seem high, extensive refits on superyachts can easily exceed \$1 million.

Florida is already a recognized center for refit, but this should give the state's yards an edge. "We are the prime candidate for refit as a global platform with easy access to the Caribbean," says Phil Purcell, executive director of the Marine Industries Association of South Florida, a Fort Lauderdale-based organization that represents local marine businesses.

Purcell says the timing is right. The yacht boom of the past decade means a large fleet of yachts is now reaching an age when refits are becoming critical. The tax advantage may encourage owners to do all the work required at once, rather than piecemeal, Purcell says.



Herb Chambers,
Owner of Excellence V

Hans M. Schaedla,
CEO, A&R



A DIFFERENT POINT OF VIEW

To develop great things, you have to look at them from different perspectives. The most important aspect for the owner is to know that he is dealing with someone who understands him perfectly in every respect. No matter what the circumstances, no matter how exceptional his wishes may be.

ABEKING & RASMUSSEN

www.abeking.com

ON BOARD



Details

- **Length** 217' (66m)
- **Shipyard** Lürssen
- **Exterior design** Espen Øino
- **Interior design** Raymond Langton

THE MONACO YACHT SHOW

2015

It's the world's most important superyacht show, packed with the sleekest, most technically advanced new boats, including our cover yacht *Silver Fast*. Here is a sample of the world debuts that will leave you hungry for more. Satisfy your hunger at Port Hercules September 23 to 26.

Details

- **Length** 163' (49.6m)
- **Shipyard** Heesen Yachts
- **Exterior design** Clifford Denn
- **Interior design** Raymond Langton



Ann G

This 163-foot displacement yacht has wings made of aluminum that flank the mast, just one detail among many in the interesting Clifford Denn styling. A strong Art Deco influence permeates the Raymond Langton interior with sumptuous pieces by Crystal Caviar.

Ester III

This Lürssen combines brawny lines with brainy design. The yacht's spectacular features include a gorgeous pool, huge windows, a near vertical bow, sumptuous interiors and sprawling deck spaces.



Madame Kate

The scimitar bow of Amels' second Limited Editions 199 series, penned by Tim Heywood, is the big talking point. It increases length, speed and efficiency, so that this 205-foot yacht feels and performs like an even bigger boat.

Details

- **Length** 205' (62.4m)
- **Shipyard** Amels
- **Exterior design** Tim Heywood
- **Interior design** Laura Sessa Design



Dreamline 34

The flagship from new Italian yard DL Yachts, this 112-foot composite yacht boasts sleek lines by Enrico Gobbi, an owner's cabin with magnificent views and the yard's Arrabito Naval Architects-designed proprietary "lama chine waveless hull."

Details

- **Length** 112' (34m)
- **Shipyard** DL Yachts
- **Exterior and interior design** Team for Design – Enrico Gobbi



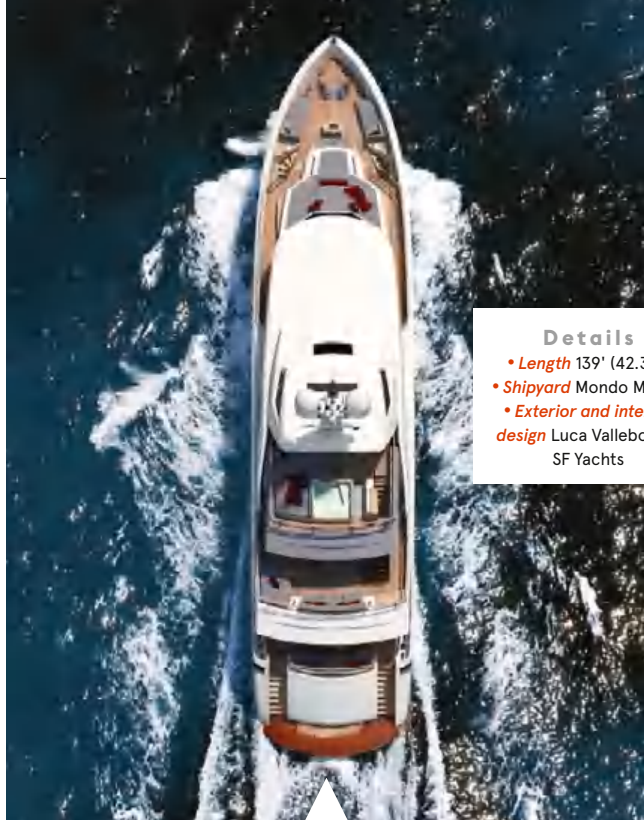
Suerte

Tankoa Yachts did not take the easy route with its first boat. An aquarium, a glass-bottom pool and a big garage for the toys adjacent to the beach club are all part of this voluminous yacht.

Details

- **Length** 227' (69.3m)
- **Shipyard** Tankoa Yachts
- **Exterior and interior design** Francesco Paszkowski

2015

**Details**

- **Length** 139' (42.3m)
- **Shipyard** Mondo Marine
- **Exterior and interior design** Luca Vallebona – SF Yachts

SF40

This 139-foot all-aluminum yacht, designed with SF Yachts, has many interesting features. Beyond her refreshing style is a layout with exceptional owners' accommodations and multiple options for dining and recreation. Top speed is 16 knots, and the SF40 can cruise for 4,000 nautical miles before refueling.

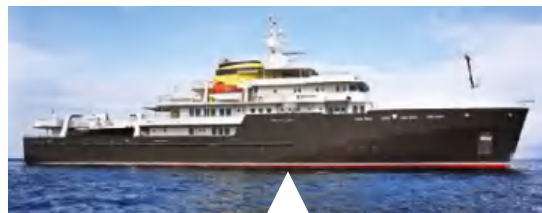
Mangusta 132

Behind the familiar Mangusta racy lines is a brand-new model.

The main deck glazing allows copious light to enter, while the updated hull incorporates improved hydrodynamics, waterjet propulsion, new engines and gyro stabilizers.

**Details**

- **Length** 131' (39.9m)
- **Shipyard** Overmarine
- **Exterior and interior design** Overmarine

**Yersin**

Pierre Jacques Kubis Naval Design and Piriou Shipyard's engineering arm designed this 251-foot explorer motor yacht built in France for extreme cruising, science and adventure to follow in the wake of Jacques Cousteau.

Details

- **Length** 251' (76.6m)
- **Shipyard** Piriou
- **Exterior and interior design** Pierre Jacques Kubis Naval Design

Formosa

Benetti shows off the talents of its own designers in the lines of this 197-footer, launched at the end of 2014. The custom yacht has a private owner's deck and sleeps 12 guests. Sinot Exclusive Yacht Design, known for its sleek modern style, is responsible for the interior.

Details

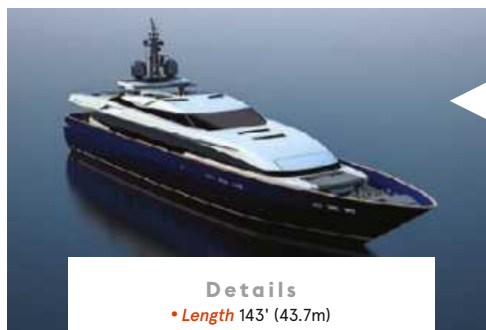
- **Length** 197' (60m)
- **Shipyard** Benetti
- **Exterior design** Benetti
- **Interior design** Sinot Exclusive Yacht Design

**Kiss**

A joint venture between Feadship and Ed Dubois, Kiss may resemble the award-winning *Como* but is a custom project in her own right. Her upper deck master "penthouse" boasts incredible views and a sunroof. The interior features a stark, fresh motif contrasting the dark metallic exterior.

**Details**

- **Length** 152' (46.4m)
- **Shipyard** Feadship
- **Exterior design** Dubois Naval Architects
- **Interior design** Redman Whiteley Dixon

**Details**

- **Length** 143' (43.7m)
- **Shipyard** Baglietto
- **Exterior and interior design** Francesco Paszkowski

43M Fast

With an estimated maximum speed of 33 knots, this all-aluminum 143-foot yacht from Baglietto lives up to her name. Guests will be able to enjoy the speeding breeze on a massive flybridge deck and an interesting indoor/outdoor area between the salon and the aft deck.



460EXP

Sanlorenzo is unveiling its first-ever explorer model. Designed by Francesco Paszkowski, this 138-footer is a good-looking, go-anywhere yacht. No need to rough it on this explorer since the lower deck includes a beach club with a bar, sauna, fitness area, spa and an “endless swimming pool” with contraflow jet.

Details

- Length 138' (42.2m)
- Shipyard Sanlorenzo
- Exterior and interior design Francesco Paszkowski

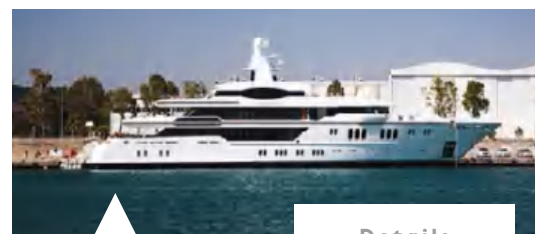


Silver Fast

The newest launch from Silver Yachts is our cover yacht this month; read all about her on page 90.

Details

- Length 253' (77m)
- Shipyard Silver Yachts
- Exterior design Espen Øino
- Interior design Vain Interiors



Irimari

Irimari has her game on, literally, with a room on the top deck featuring interactive videos screens. Huge volume gave Espen Øino and interior designer Focus Yacht Design plenty to work with for this Sunrise Yachts flagship.

Details

- Length 207' (63.1m)
- Shipyard Sunrise Yachts
- Exterior design Espen Øino
- Interior design Focus Yacht Design

Details

- Length 115' (35.2m)
- Shipyard Princess Yachts
- Exterior design Bernard Olesinski Limited
- Interior design Princess Yachts

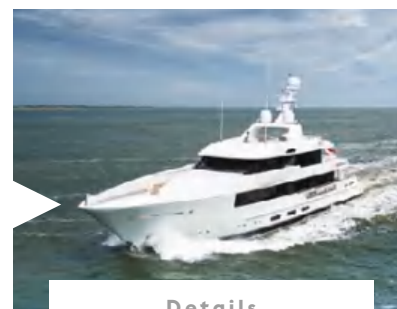


Princess 35M

An attractive raised pilothouse design by Bernard Olesinski Limited, the Princess 35 is the newest addition to the M Class. She has a semi-planing hull for speed and a voluminous interior that offers four or five cabins and multiple options for outdoor lounging.

Moon Sand

Light and space were the driving points behind this 145-foot family yacht. Large windows sans mullions deliver the former and accommodations for just eight give the latter. A cool feature is the main deck swimming pool – a lifting floor converts the aft deck from a lounging spot to a kiddie pool to an exercise pool with contraflow jet.



Details

- Length 145' (44.2m)
- Shipyard Feadship
- Exterior design Feadship De Voogt
- Interior design Bannenberg & Rowell

Details

- Length 180' (55m)
- Shipyard CRN
- Exterior and interior design Nuvolari Lenard



Atlante

With its gun-metal gray hull, tinted glazing and aggressive lines, this military-inspired 180-footer stands out among CRN's more traditional yachts. The Nuvolari Lenard-designed boat is softer inside, with spaces aimed at indoor/outdoor living.



Dynamiq D4. LOA: 39 meters. Speed max: 21 knots. Fuel consumption: 80 l/h (21 USG/h) @10 knots; 535 l/h (141 USG/h) @19 knots; 650 l/h (172 USG/h) @21 knots. Range: 3000 nm @10 knots.

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Checkmate

With a focus on open-air living, this custom 75 Wallypower features three different social areas and can seat 20 for formal dining. Two MAN diesel engines and KaMeWa waterjets provide impressive power for a top speed over 44 knots.

Details

- Length 75' (23m)
- Shipyard Wally
- Exterior and interior design Wally/Luca Bassani

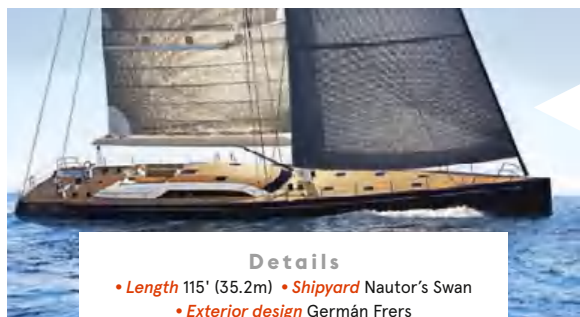
Franck Muller 55

A collaboration of The Italian Sea Group and the Swiss watchmaker, the first in the Franck Muller Yachts family is this speedy dayboat boasting classic curves. Several power options are available, with mid-range Volvo IPS 800 engines.



Details

- Length 54' (16.5m)
- Shipyard The Italian Sea Group
- Exterior and interior design The Italian Sea Group Centro Stile

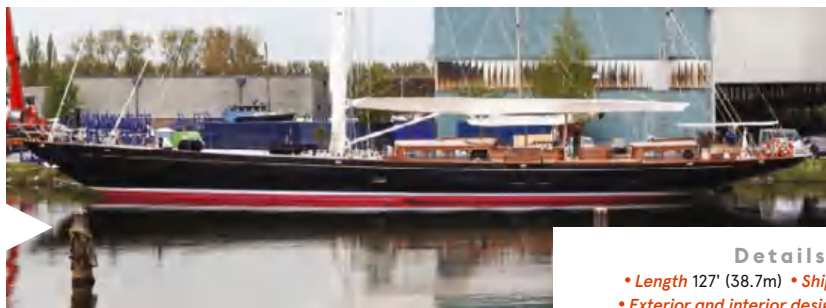


Details

- Length 115' (35.2m)
- Shipyard Nautor's Swan
- Exterior design Germán Frers
- Interior design Swan

Atalante

The flagship of Hoek Design's Truly Classic sailboats, 127-foot *Atalante* is a luxurious cruiser with a competitive spirit. The rudder, rigging and mast from Offshore Spars are made of carbon but the interior, including a full-width salon with bar, is in the best of nautical tradition.



Details

- Length 127' (38.7m)
- Shipyard Claasen
- Exterior and interior design Hoek Design

Taransay

After chartering a 1930s G.L. Watson-designed yacht, the owner commissioned this thoroughly modern yacht cloaked in classic design. Highlights include a hidden hinged platform in the starboard hull that provides water access, the vast sun deck aft of the wooden wheelhouse and 14-knot top speed courtesy of twin Caterpillars.

Details

- Length 126' (38.5m)
- Shipyard Rossinavi
- Exterior design Rossinavi/STB Italia
- Interior design Studio Tassin



Details

- Length 59' (18m)
- Shipyard Glider Yachts



SS18

This eye-popping multihull, developed at new British builder Glider Yachts, purportedly glides over the waves at touted speeds of up to 56 knots.

Swan 115

Nautor's Swan debuts the flagship of its SwanLine by Germán Frers. The first of the four in build is a semi-raised salon model for an owner who intends to mainly cruise. With her long lines and generous beam carried well aft, she has the volume for it. But her carbon construction and rigging, top spec sailing hardware and deep draft lifting keel mean she has much more to offer.



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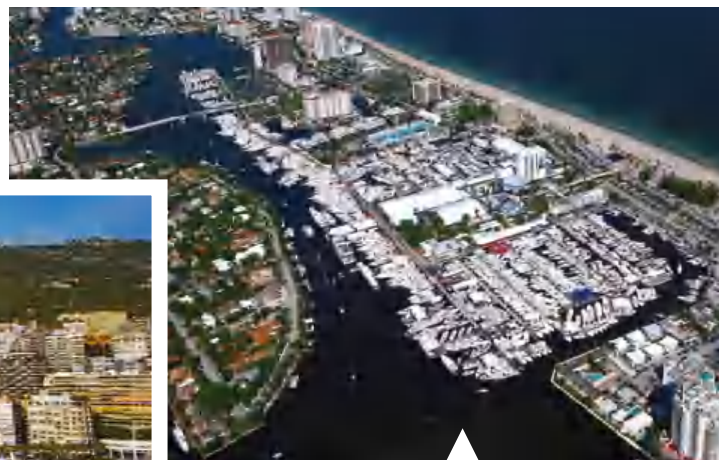
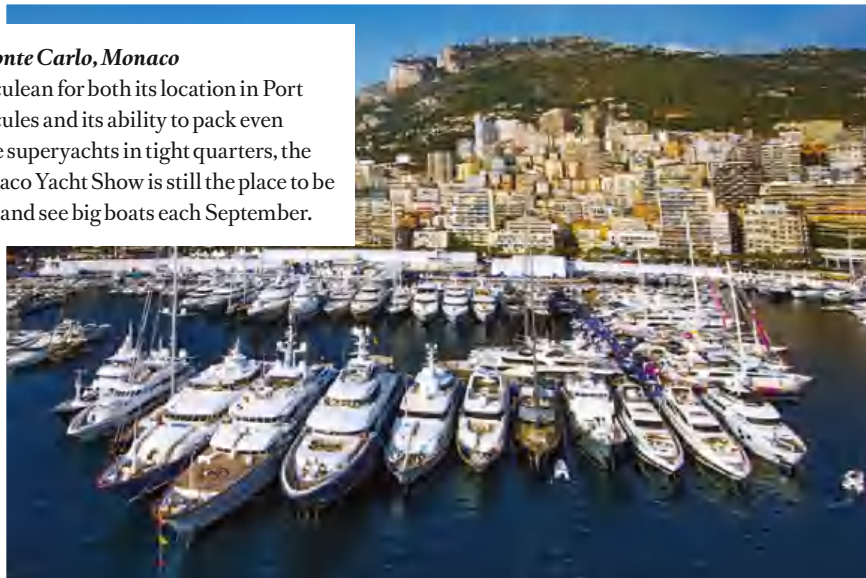
www.pink-gin.net

Six of the best

Yacht shows around the world

• Monte Carlo, Monaco

Herculean for both its location in Port Hercules and its ability to pack even more superyachts in tight quarters, the Monaco Yacht Show is still the place to be seen and see big boats each September.



• Fort Lauderdale, Florida

Now held in November, FLIBS (as it is affectionately called) claims to be the world's largest boat show. The fact is the show covers more than three million square feet of space spread over seven locations. Exhibits range from superyachts to exotic cars, with a large selection of new and brokerage boats.



• Sanctuary Cove, Australia

A lovely marina, nearby golf, shops and restaurants add to the long-lasting charm of the four-day Sanctuary Cove International Boat Show held in May on the Gold Coast.



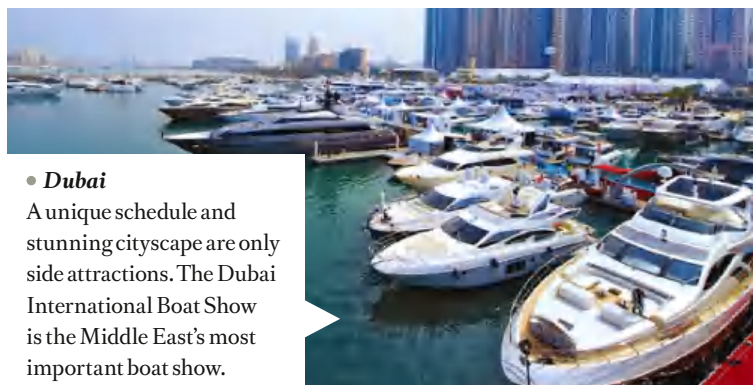
• Sentosa Cove, Singapore

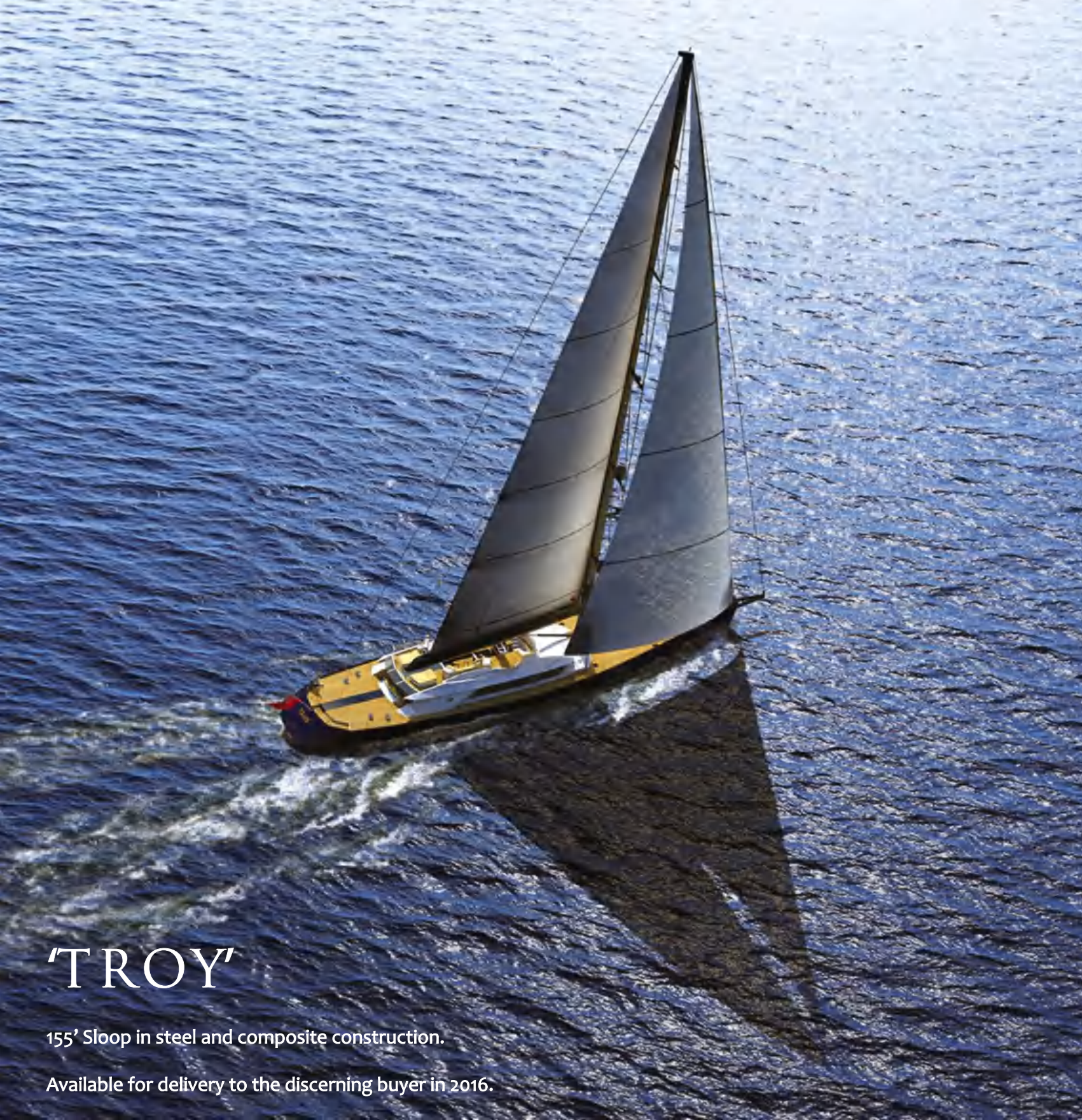
Rapid growth has given the Singapore Yacht Show credibility as a must-attend in Asia with yachts the main but not the only attraction.



• Dubai

A unique schedule and stunning cityscape are only side attractions. The Dubai International Boat Show is the Middle East's most important boat show.





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THIS MONTH: Furnishings with star power, carmakers make waves, saving your skin and six of the best deck shoes





The story behind the picture



It was the biggest “whodunit” in the powerboat racing community. The world’s leading designer and builder of offshore high-performance powerboats in the ’70s and ’80s, Don Aronow, was gunned down in his car in 1987 outside of his USA Racing office on Northeast 188th Street in Miami — also known as Thunderboat Row. The mastermind behind four racing boat companies — Donzi, Magnum, Formula and Cigarette — was at the top of his game when he was murdered in broad daylight.

In 1961, he decided to leave the construction business (and alleged Mob ties) to move to Miami Beach. It was here that he became intrigued by powerboats and built his empire, which put him in the same circles as the rich and famous. Known clients included the Beatles and then-Vice President George H. W. Bush.

He was selling his fast boats to alleged drug dealers from Colombia, who used them to transport narcotics into South Florida. On the other hand, he was also selling his Blue Thunder vessels to U.S. Customs, reportedly to aid Bush’s “war on drugs.”

Then there was his business deal gone wrong with fellow boat builder (and convicted drug dealer) Ben Kramer, who purchased Aronow’s USA Racing Team in 1984 in exchange for land, a helicopter and cash. When the Feds got wind of this transaction, they wanted to cut ties with the company. Thus, Aronow bought back his business, returning everything — except the cash.

Kramer pleaded no contest to manslaughter in 1996 for hiring a hit man to kill Aronow and was sentenced to 19 years. However, it was reported in 2010 that he only took the plea to get moved out of the miserable conditions at the Dade County Jail, where he was serving time on drug charges.

So, who killed Don Aronow? Colombian drug lords? The Mob? His angry business rival? No one knows for sure. But his legend began and ended on the same street... and the mystery remains on Thunderboat Row.



Sail on

Balancing novelty and tradition is the challenge for Paul & Shark’s Andrea Dini. *Mark Grischke speaks with the third-generation head of the Italian family brand.*

To the uninitiated, the name Paul & Shark doesn’t evoke an Italian yachting brand — the words are English, of course, and odd ones at that. But closer inspection reveals the enduring family legacy behind the label. In fact, the history of Paul & Shark is an inspiring tale that combines old-fashioned know-how with insightful entrepreneurship. It’s also a surprisingly personal story, the strands of which, aptly enough, are knit together from successive passions, including a devotion to Italian craftsmanship, a fascination with vintage naval traditions and a love of travel, whether by land, sea or air.

Andrea Dini, the third-generation CEO of Paul & Shark, spoke to me from his home in Varese, a Lombard town just 34 miles north of Milan (but worlds away from that city’s hustle and bustle). This beautiful part of Italy has offered respite to tourists, locals and beleaguered Milanese for centuries, tucked as it is into the Alpine foothills, where Italy meets Switzerland and glacial lakes dot the landscape. Varese is also home to Dini’s family company. At age 50, he still lives just seven

minutes away from the brand’s headquarters, an expanded 1920s knitwear factory acquired by his grandfather, Gian Ludovico Dini. “Without my grandfather having purchased our Varese knitting mill in the ’50s, we probably would never have created the Paul & Shark brand,” Dini explains.

“So much of the brand’s spirit comes from the

“So much of the brand’s spirit comes from my grandfather’s love for the Royal English Navy.”

love my grandfather had for the world of the Royal English Navy,” says Dini. “The name ‘Paul & Shark’ comes from pieces of an 18th-century English clipper my grandfather found while visiting Maine one summer. He bought up everything, because he had in mind, with my father, to start a collection related to yachting. At the time, there was Polo Ralph Lauren, inspired



Varese, Italy



Paul & Shark headquarters

by polo, and Le Coq Sportif, inspired by tennis. But no one was taking advantage of the most beautiful sport in the world – sailing.”

The Dinis established Paul & Shark in 1975 (making this year the brand's 40th anniversary). And, true to the founder's passion, “the first product we made was a sweater inspired by the Royal English Navy,” says Dini. “They used to coat these sweaters with whale wax, which made them water-resistant. We updated the technology and developed a special yarn with a natural oil that when heated became part of the knit. Even with the first item we ever made, we were already thinking about how to protect a yachtsman from exposure on the ocean.

“Italy is surrounded by the sea, and our corporate office is next to Lago Maggiore,” Dini continues. “I inherited from my father, who inherited from my grandfather, a 1976 Riva Aquarama, an Italian wooden motorboat.



Kipawa

Growing up, we spent many summers and vacations on the water with friends and family, as well as with our business partners. And ten years ago, the company purchased the Kipawa, a sailboat built for the King of Norway in the '30s. It's a beautiful wooden boat, perfectly restored. It's docked in Portofino, and we use it mainly for short pleasure cruises on the Mediterranean because it's very fragile.”

The same factory Dini played in as a child now produces a full lifestyle collection, with sportswear for men, women and children, as well as technical performance garments designed to combat the elements. When asked about his first job, Dini laughs. “I was sent to load and unload trucks. Let me tell you

— in a



family-run company, you have to go through all the necessary steps to learn how it's organized.

“These days, I work with our styling team to design our men's collection,” he says. “My wife works with another team to develop our ladies' collection, and my mother still works in our knitwear department.”

Dini is the father of two daughters and a son, and they often travel with him to important opening events. Could they become fourth-generation participants in Paul & Shark? Dini offers no predictions. “They're all too young to know,” he says. “My eldest daughter just turned eighteen, which means she's at that point where she's starting to think about what she might do,” he says. “Ultimately, that's for her to decide.”

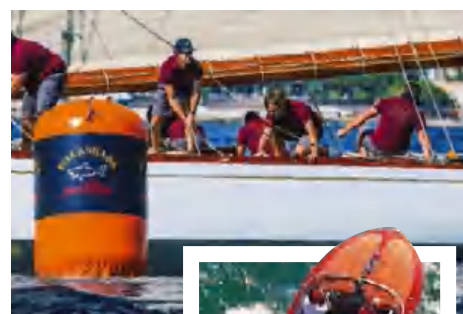
In his role as CEO, Dini travels often — Paul & Shark has 233 stores in places as far-flung as Australia, Korea and the Middle East. But he has no complaints. “Traveling is the best part of my job,” he says. “The Okavango Delta in Botswana and the Namibian desert are favorite destinations. And, luckily, the African market is starting to open up. We recently opened stores in Johannesburg and Cape Town, and soon we'll be opening in Angola. I hope to have lots of new opportunities to visit Africa.”

This season, the brand inaugurates a new showroom in Milan and joins in the roundelay of Fashion Week. “Part of our presentation will be an installation by the English artist Moritz Waldemeyer of sculptures — like the twisters of a hurricane — made of light,” says Dini. “We have a beautiful line of super-technical, Japanese fabric called Typhoon that we use for our regattas. This fabric was designed not merely to be waterproof, but to resist the force of a twenty-meter column of water. I asked the artist to create something inspired by hurricanes, to represent the challenge every sailor faces when he's on the ocean.”

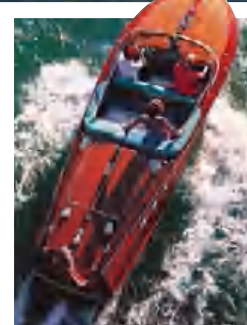
In September, Paul & Shark is co-sponsoring Monaco Classic Week. “It's hosted by the Yacht Club Monaco, and it brings together in a single port the full range of vintage sailing yachts and motor boats,” says Dini. “Prince Albert presents

the main awards, but I present the prize for Most Elegant Crew.

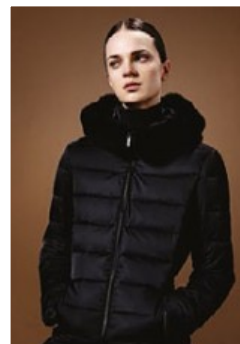
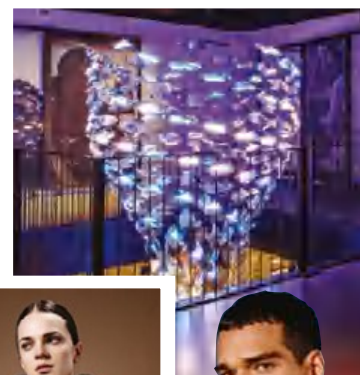
“We strive to present



Yachting inspired the Paul & Shark line. Dini owns a 1976 Riva Aquarama (right) that he inherited from his father, and the company bought Kipawa (below left) for Med cruises.



a wardrobe that's current and relevant to a man's lifestyle,” says Dini. “Meanwhile, our customer is getting younger. He has a greater sense of being fit and feeling good about himself than he did ten or twenty years ago. He's a world traveler who sees Paul & Shark globally and knows we're an established Italian brand. Men are more knowledgeable now; details catch their attention, whether it's a technical fabric, a new design or a special finish. A man today has lots of options. Our goal is to offer him something special, with its own remarkable story.”



Paul & Shark fashion, as well as a sculpture of a twister (above) that represents its tough Typhoon fabric, are on display in the new Milan showroom.

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Drinks

How sweet it is!

Sauternes is a delightful dessert wine that even complements a savory meal, says *Malachy Duffy*.

In my younger days, I didn't much care for sweet wines. A breakthrough moment came during a dinner at Château Haut-Brion in Bordeaux. An old Sauternes was served with dessert and it made for a blissful end to an extraordinary feast.

The village of Sauternes lies 25 miles south of Bordeaux. There, an almost miraculous confluence of climatic factors creates unique growing conditions. The weather is warm enough for the (mostly Sémillon) grapes to be bursting with sugars, as well as sufficiently humid to allow the growth of a fungus, botrytis cinerea, that concentrates them.

The wine with which we ended our Haut-Brion banquet was a Château d'Yquem, perhaps the finest, and certainly the most famous, of the Sauternes. Yquem is delicious, yes, but it can overshadow other Sauternes producers that are unfairly neglected. Here are those that I like best.

Perfect company

Of course, Sauternes is not served exclusively with desserts. It also makes an ideal accompaniment to some savory dishes, especially foie gras. I love to drink it with the superb foie gras terrine made in New York's Hudson Valley. The duck liver is soaked in Sauternes, then pressed into a terrine mold and gently cooked. I prefer it with nothing other than lightly toasted brioche. \$89 for 20 oz., hudsonvalleyfoiegras.com

HOW TO SPEND \$2,000 ON SWEET WINE

Option 1: Half a case (half bottles) of 2001 **Château d'Yquem Sauternes**, made from grapes that have withered on the vine, which concentrates their sugars. \$2,100, vinfolio.com

Option 2: Two cases (half bottles) of 2001 **Kruger-Rumpf Münsterer Pittersberg Riesling Eiswein**, a superb ice wine (made from grapes that have been frozen on the vine). \$1,920, raederswines.com

Option 3: Three cases of 2007 **Far Niente "Dolce" Late Harvest Semillon**. The Far Niente Napa winery was founded in 1885 by John Benson, a forty-niner of the California gold rush and uncle of American impressionist painter Winslow Homer. This rich wine has notes of vanilla and honey. \$2,268, internationalwineshop.com

Option 4: One case of 250-ml. bottles of 2008 **Dorogi Testerek Tokaji Eszencia**. Like Sauternes, this concentrated, intense Hungarian wine is made from grapes that go through the "noble rot," created by the botrytis cinerea fungus. \$2,280, lincolfinewines.com

Château Suduiraut invariably produces superb wines. The 2010 vintage is drinkable now and is one of the finest of recent years. You will find a nose with pineapple, orange blossom and a touch of honey, and a full palate with vanilla, mango and an under note of minerality. \$480 (half case of 750-ml. bottles), b-21.com

Château de Fargues is another exceptionally fine producer. The 2010 displays the lovely golden hue that you expect in a fine Sauternes. You will find pleasant aromas of honey with a touch of tropical fruit and lemon. The palate also exhibits citrus with a touch of pear and apple. The wine is smooth and delicious and should age well for many years. \$167 (750-ml. bottle), aabalat.com

Château Gilette is a true outlier in Sauternes. In the 1930s, the owners, the Medeville family, could not afford oak barrels for aging, so they had to make due with concrete vats. Concrete allows for long, slow aging, so nowadays they often do not bottle their wines for 20 years or more. The most recent vintage currently available is the 1990. \$247 (750-ml. bottle), solanocellars.com

Château Doisy-Daëne - L'Extravagant Sauternes

The owner of this château, Denis Dubourdieu, believes that the 2010 is the finest he has produced. It is indeed superb, with a bouquet redolent of kiwi and apple with hints of pear. The palate is sweet, but with enough acid to give it balance, and overall the wine has a fullness and freshness that makes it a real standout. \$219 (375-ml. bottle), calvertwoodley.com



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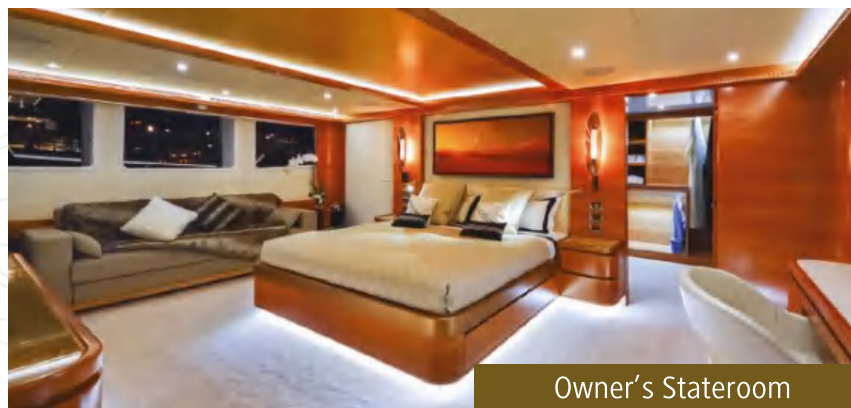


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Ahoy to Hollywood

A star's personae can set aglow every space and surface, every table and chair, every rug and bedsheet. Such furnishings, in fact, can make the hosts as well as their guests appear effortlessly and extraordinarily *mahvelous*. At the risk of prying, *Louis Postel* takes note of some mega star effects.



Get Thee to Nun's Pleating

To set the scene for romance, we recommend Nun's Pleating products from Peter Reed in the UK. Why? Because it was the established bedding of choice at the Aberlath House estate when it was purchased by the world's most celebrated newlyweds, actor George Clooney and civil rights lawyer Amal Alamuddin. Duvet cover from £315, flat sheets from £143, peterreed.com

For Knights at Sea

If you missed the YouTube video of a frolicsome Beyoncé Knowles bounding off a megayacht in a tiny bikini, you can always Google it. If you want to set your laptop on a surface just like the one she and husband Jay Z purchased for \$70,000, check out Hudson Furniture. Designed by Barlas Baylar, the live-edged, walnut and cast-bronze "Knight Base" table captures Baylar's eminent style, a minimalist riff on Art Deco. The scene-stealing stainless steel "Mother Chandelier" is by Baylar, as well. Table: 120" x 36" x 30". Prices on request. hudsonfurnitureinc.com/Furniture



Interiors

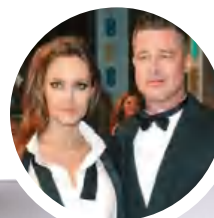
For Chieftains Only

A Sotheby's auction in May 2013 revealed the extent of singer Andy Williams' collection of antique Navajo blankets from the American Southwest. Like other tribal weavings, the blankets' designs are uncannily compatible with modernist interiors. Designed for a chief in soft, finely woven handspun churro and raveled wool with alternating bands in ivory and shaded brown, overlaid by four pairs of parallel stripes of indigo blue. The hammer fell on this one (approximately 4' x 6') for \$221,000. sothebys.com/en/departments/american-indian-art.html



Sizzle My Sisal

At 6-foot-1, former Victoria's Secret Angel Karlie Kloss has a long way to look down to where her feet meet her Agave Superior carpet from Merida Studio. Based in Fall River, Massachusetts, in what was once the heart of the U.S. textile industry, Merida has emerged as the dominant player and major innovator in weaving sisal from the agave plant. Using the whitest and longest of these rapidly renewable, super-strong fibers, Merida rugs are highly unlikely to ever unravel or lose their particular sheen worthy of a stunning lingerie model such as Kloss. meridastudio.com



Sit With Pitt

Not to be outdone by Ms. Knowles, Angelina Jolie got the tabloid's attention dressed in her signature black cap paired with black-and-white drawstring shorts on a yacht deck during her honeymoon. What is less known is husband Brad Pitt's serious and deep commitment to design. Hence the limited edition, polyurethane CC-2 club chair, part of a line of furnishings that he designed with furniture maker Frank Pollaro. Prices on request. pitt-pollaro.com





Yacht game table designed by Bannenberg & Rowell in Zebrano, Ziricote and Coromandel Ebony
hand selected from Pollaro's inventory of over one million square feet of veneer
with polished stainless steel and bronze. Hand-polished finished.

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Beauty

Saving face

Harriet Mays Powell introduces products exclusively made for men to rescue summer-ravaged skin.

When the days shorten and the nights grow longer, it's time to revitalize the face and body, weary after a long, hot summer. Here are products specifically formulated for men that can help repair the ravages of sun and surf, getting you ship-shape for fall.

The face is inevitably one of the hardest hit areas. **RéVive**, the skin care line of leading plastic surgeon, Dr. Gregory Bays Brown, is a great place to start. His Moisturizing Renewal Cream contains patented bioengineered ingredients and glycolic acid. Applied overnight, it exfoliates, diminishes fine lines and helps renew facial skin. (\$195, Reviveskincare.com)

Kérastase, a longtime favorite for women's hair care, has a modeling paste just for men. Pâte Capital Force has a dual attribute: It helps prevent hair loss, while providing a long-lasting hold without sticky residue. (\$33, Kerastase-USA.com)

Clinique has just launched a men's electric deep cleansing brush to remove dirt, debris and surface oil from summer-worn skin. An accompanying face wash is gentle, yet thorough to keep skin from



feeling tight and dry. It also preps the skin for a closer and less irritating shave. (\$89.50 and \$16.50, Clinique.com)

A new discovery in the men's-only skin care line is **GO24•7**. Its body wash is a powerful cleanser that is gentle enough for everyday use. The signature combination of lavender and ylang ylang makes for a notably soothing scrub. (\$16, go247men.com)

Now that you are cleansed, exfoliated and primed, you can keep that summer glow throughout the winter with a new import from the UK. **James Read's** gradual self-tanning products are enriched with aloe vera and algae extracts, and they also contain anti-aging ingredients like hyaluronic acid that help restore the skin's elasticity. Great for all skin types, layer it on for several days to achieve the desired shade. (\$45, Sephora.com)



Supreme scent

Polo Supreme Oud, Ralph Lauren's first eau de parfum — a more potent scent than cologne — was conceived by master perfumer Carlos Benaim. By using a higher concentration of refined ingredients, strength and longevity are ensured. Oud is one of the most exquisite and expensive materials used in luxury perfumes. With a value approximately 1.5 times that of gold, weight for weight, it is found in the Agarwood tree that grows in Southeast Asia. It is said that every serious perfumer must have an Oud in his/her collection.

The fragrance features powerfully contrasting ingredients. Top notes of cinnamon and pink pepper blend with the oud, which forms the perfume's mid note. Guaiac wood and vetiver comprise the base notes. Benaim's aim was to blend an oriental scent that is "memorable, masculine and intoxicating." (\$125, available at Bloomingdales, select [Ralph Lauren boutiques](http://RalphLauren.com) and RalphLauren.com)

The Essential Traveler Kit

This travel kit by Anthony contains everything needed for grooming on-the-go, on land or at sea. These five products are all included. (\$56, Anthony.com)



Anthony Glycolic Facial Cleanser

► A creamy, three-in-one lotion cleanser enriched with glycolic acid that cleanses the face and neck, removes dead skin cells and helps to soften and lift beard hairs.



Anthony Shave Cream

► A rich cream that contains eucalyptus oil to heal, squalene to lubricate and an infusion of hops (do not drink) to relax the skin.



Anthony Invigorating Rush Hair + Body Wash

► The perfect all-in-one product for quick mornings and post-workout showers. Eucalyptus extracts energize and birch leaf refreshes, while Canadian balsam soothes and reduces inflammation.



Anthony All Purpose Facial Moisturizer

► A lightweight moisturizer that absorbs quickly. Sugarcane and sugar maple, plus orange and lemon extracts help erase wrinkles; wheat protein smooths and tightens; and panthenol retains moisture.



Anthony Advanced Formula Lip Balm SPF 25 (Mint & White Tea)

► This unisex balm contains resveratrol to slow the signs of aging, shea butter and avocado oil, plus green tea leaf extract for antioxidant protection.

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Sweater season

Come fall, nothing seems as cozy as a fisherman's sweater, from classic to more contemporary versions, says *Mark Grischke*.

Steve
McQueen:
the classic

Paul & Shark
wool
pullover,
\$690



Orvis black
sheep Irish wool
sweater, \$129



Cruciani
cashmere
cardigan,
\$1,420



Ermenegildo Zegna
cashmere cardigan,
\$2,295



Michael Kors
wool-and-
alpaca pullover,
\$395

Men's Style

September, whether at sea or ashore, marks the beginning of sweater weather. And what's more appealing than the time-honored, masculine style of an Irish fisherman's jersey? Even in updated form, it remains a practical, appealing garment, recognized by everyone as an authentic example of wearable folk art. Best of all, it's a piece of clothing imbued with a sense of the past, with plenty of romance, not to mention legend, dogging its history.

Industrious women in the Aran Islands, off the west coast of Ireland, were probably the first to create the stylized, knitted pullovers we now call fishermen's sweaters. Back in the 19th century, they were usually made of undyed unscoured sheep's wool, still loaded with

lanolin, which repelled water. This was no small thing for oceangoing fisherman, soaked as they were continuously by rain from above and saltwater spray from all sides.

The sweaters' remarkable patterns had their own stories to tell, about family attachments, cultural traditions and, most poignantly, how to court luck and ward off evil. The distinctive cables were modeled on nautical ropes; the basket stitch offered hope for a good catch; the diamond stitch is said to have represented the many small farms and fields that dotted the coastal landscape; the zig-zag stitch traced the ups and downs of married life; and the honeycomb stitch spoke to the value of hard work and promised a sweet reward.

It's probably a myth, however, that drowned fishermen were ever recognized by their sweaters. The world was a smaller place then, and it wouldn't have required a knitting pattern to know when someone had perished at sea.

These days, the fisherman's sweater is anything but a utilitarian item. The versions shown here are positively luxurious, rendered in everything from natural black wool, to alpaca tweed, to superfine cashmere. But they all take their inspiration from those hardworking sailors of long ago, and provide proof that fashion may change, but style endures.

One to watch: Kiton

Mention Kiton around dapper men and a mood of reverence descends. This Neapolitan tailoring house, founded in 1956 by Ciro Paone, makes some of the world's finest menswear: impeccably tailored garments for ultra-discerning customers. And as times have changed, Kiton has kept apace; these days, the company also produces a full range of sportswear, including its latest offering, the Kiton Sailing Collection. Inspired by The Good Life (and designed to serve the off-duty needs of Kiton's tailored customers), the Sailing Collection combines technical fabrics, luxurious treatments and sophisticated shapes, all in one ready-to-pack group. Some favorite pieces? Ingenious zip-off pants that convert to shorts (left), and something called the 1mm jacket, named for the thinness of the leather it's made from. Now docking at a Kiton shop near you. www.kiton.it



Back to school



► This calfskin bag really pops, and transports a laptop in style. By Salvatore Ferragamo, \$1,400, www.ferragamo.com



► The Portage bag, by Libero Ferrero, has easy-access pockets and an internal laptop sleeve. \$825, www.libero ferrero.com



► Bally's handsome flapped tote in bull nappa leather sports an oversized signature buckle. \$2,795, www.bally.com



► The Amadeo Testoni briefcase, named for A. Testoni's founder, features adjustable side buckles. \$3,060, www.testoni.com



► Berluti is known for well-crafted leather goods with unique finishes, like this Formula 007 bag in Venezia leather. \$3,300, www.berluti.com

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Two if by sea

Luxury automakers need to be where their customers are, even if that's on the water, says *Brett Berk*.

Before Detroit became the world's automotive capital, it was the epicenter of Great Lakes shipping and ship construction. The internal combustion engine was manufactured there for use in boats long before it was stuffed into a carriage. In fact, Henry Ford cut his neo-industrial teeth working for the Detroit Shipbuilding Company.

This connection continues today, though the, ahem, flow of ideas tends to go in the other direction – from cars to boats. The incentive for contemporary luxury carmakers to build yachts and sponsor races is not simply to display their prowess in materials or engineering. It's to connect with consumers in their favored locations, including on the open seas.

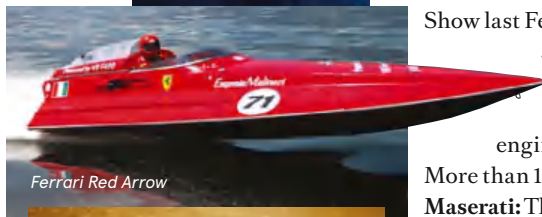
Aston Martin: The storied British marque Aston Martin just announced a partnership with Dutch yacht manufacturer Quintessence to produce a range of ultra-luxury boats. Their first model, the 37-foot AM37, includes high-tech composite construction, remote control capabilities and what looks to be a boatload of Aston Martin-grade leather.

Ferrari: In 2007, Ferrari fit a speedboat with a screaming V8 engine from its F430, dubbed it the Red Arrow, and set two records in endurance racing. The Eugenio Molinari boat was production, while the engine had been slightly altered so that it could be used on water. Naturally, the boat was painted the traditional Italian racing color of Rosso Corsa.

Jaguar: Jaguar unveiled its Concept Speedboat not to presage an actual production watercraft, but to communicate "how our design philosophy might be applied to an alternative product, in which speed and beauty are also priorities," says Jag Design Director Ian



Aston Martin AM37



Ferrari Red Arrow



Jaguar Concept Speedboat

Speed



Mercedes AMG Cigarette 50 Marauder GT S Concept



Maserati VOR70

this custom car/boat combo at the 2015 Miami Boat Show last February. The \$1.2 million Cigarette Racing 50-footer has twin Mercury outboards that generate 3,100 horsepower, making it the most powerful production twin-engine boat in the world. Claimed top speed? More than 135 mph.

Maserati: The Maserati VOR70 is an \$8 million, 70-foot carbon fiber-hulled sailboat, capable of 46 mph under sail. Last spring it covered the 7,000-mile San Francisco-to-Shanghai old tea clipper trade route in 21 days, 19 hours, 32 minutes and 54 seconds. It competes next in the Sydney-to-Hobart race in December.

Volvo: Volvo is the sponsor of the Volvo Ocean Race, which travels nearly 40,000 nautical miles over the course of eight months, stopping in 11 ports in nine legs as it makes its way from Alicante, Spain to Gothenburg, Sweden. The 65-foot Volvo 65 sailboat used by all teams is the product of Farr Yacht Design in the U.S.

Callum. With heritage influences like a trailing aero fin from its classic 1950s D-type racer, we think it has succeeded.

Mercedes-Benz: Mercedes showed

On the wings of Bluebird

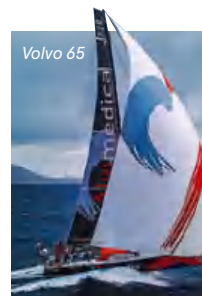


Rolls-Royce has produced some of the world's greatest aircraft and marine engines.

The automotive and aerospace wings of the brand separated in the 1970s, but back in 1937, when they were still conjoined, daredevil racer Sir Malcolm Campbell sped his Rolls-Royce V12-powered Bluebird K3 hydroplane across Lake Maggiore to claim his first water speed record of 126.33 mph. Campbell and his son Donald went on to hold and break just about every land and sea speed record that had ever been created, always in vehicles named Bluebird.

Last year, Rolls-Royce created a special edition of its range-topping Phantom Drophead Coupé to commemorate Campbell's achievement: the Waterspeed. It features Campbell's signature Maggiore Blue – a shade named after the lake on which his record was set – as well as handcrafted Abachi wood inlays and laser-etched interpretations of Campbell's bluebird icon.

Bringing the story full circle, after completing an internship at Rolls-Royce, transport design student Stefan Monro penned a concept yacht for his thesis based on this convertible, which he dubbed the 450EX. He was later rewarded with his dream job: a designer for Rolls-Royce Motor Cars.



Volvo 65

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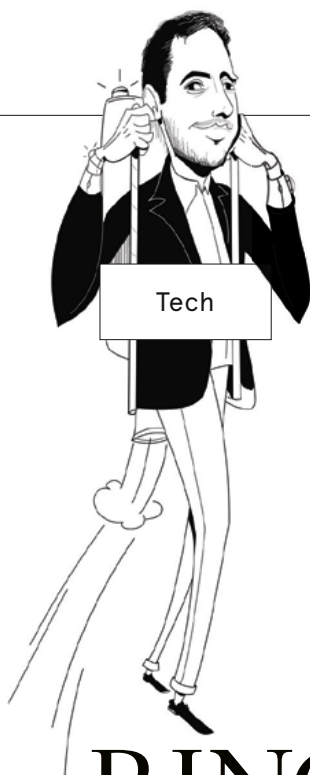


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RING OF FEAR

Hugo Rifkind loves his new ultra-high-end phone – if only it didn't scare him so much.



► Definitely the strangest thing about the eye-wateringly expensive Vertu Signature Touch is that if you own one – and haven't decided to, for example, buy another car instead, or a villa, or perhaps a small private island – then all sorts of people around you will actually have better mobile phones. Depending, of course, on what you mean by "better."

Certainly, it feels nicer than most in the hand. It's heavy, like a hand grenade. The titanium sides have a reassuring heft to them, and the calfskin back certainly makes you wish you spent more time with calves. The ceramic speaker bit is always exactly the right temperature against the ear and the buttons, when pushed, suggest that something dramatic is about to happen. Even when it isn't.

Plus, there's the sound. Amazing. Crystal-clear Bang & Olufsen noise-canceling stuff is going on, making a difference to calls, even in a crowd. All the ringtones were recorded by the London Symphony Orchestra, and you can tell, too, because the loudspeakers on this phone are also B&O. Oh, and there's the camera. Don't make me drone on about it, but the camera is very, very good.

Vertu phones also come with a real, human concierge service,

summoned by a red button on the side. You want reservations, bookings, skipping the line at expensive nightclubs worldwide? They're all over that.

Nonetheless, in terms of sheer, bleeding-edge technology, this is not quite state of the art. The latest Samsung Galaxy or iPhone, like the ones your kids own, will be a generation ahead. The thing is, who cares about stuff like that? Hold a Vertu phone in your hand and such comparisons feel a bit like criticizing an antique ivory-and-platinum straight razor for the way a Remington electric beard-trimmer has a bigger battery. Or complaining that your handmade, leather-soled J. Adler shoes aren't quite as comfy in the gym as a pair of Nikes. It's really not the point.

These also last probably forever, in part thanks to the near-indestructible sapphire crystal-glass screens of the sort that you'd get on a watch designed to be with you for generations. My own phones smash about twice a year. So, if I could persuade the office to buy me one of these instead, in no more than about 30 years time we'd actually be up on the deal. I had mine for four days and left the house with it once. Scared me half to death.

Signature Touch Jet Calf Leather by Vertu, \$9,000, vertu.com

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Watches

With new technology, pilot's watches soar into the future, says Jon Alain Guzik.

Time flies



Breitling has done a fine job of staying rooted in history while looking to the future. Its 48mm Red Gold Navitimer QP is a dramatic version of its classic Navitimer chronograph in red gold.

That said, Breitling just released its first smartwatch, the B55 Connected, which enables pilots to use their phone to perform all kinds of adjustments and flight recordings, via a connection to the watch.

The B55 Connected looks like it's from the future, too, with its titanium case with black carbon-based coating and blue highlights.

British brand Bremont, founded in 2002 by brothers Nick and Giles English, has been turning out quirky chronometers from its factory in Henley-on-Thames. We especially like its Boeing Model 247 Ti-GMT, a

chronograph made from Boeing aviation-grade Ti-64 titanium, and its vintage-inspired Wright Flyer. A swath of the original muslin material used to cover the 1903 Wright Flyer is layered between the decorated rotor plate and the sapphire crystal window.

"In this day and age where life is a little more predictable than it has been in the past, flying is one of those last 'frontiers' where you genuinely need your wits about you, and where one hour in the sky can feel like a week on the ground. Aviation continues to inspire, intrigue and capture the imagination of all that participate," said co-founder Nick English. We agree.

Aviation continues to inspire, intrigue and capture the imagination.

That old horological mainstay, the pilot's watch, keeps being reinvented – even for those whose aviation experience extends to chartering a Gulfstream.

The current craze for pilot's watches can be traced back to Baselworld 2002 and IWC's introduction of the reference 5002, a modern reinterpretation of its classic World War II-era "Grosse Fliegeruhr" or, as we know it, the Big Pilot's Watch.

With its oversized 46mm case and "Onion" crown, the Big Pilot's Watch still resonates with the consumer some 13 years later.

Over the years, IWC has released even more exotic versions of the watch – like a ceramic Big Pilot's Watch Perpetual Calendar Top Gun and, for the super-lux set, the Big Pilot Watch Edition "Le Petit Prince" in a lovely 18k red gold.

"Aviation is about the exploration of limitless possibility – the possibility of traveling faster and further, and pushing the limits of innovation – it speaks to the human spirit. Breitling makes timepieces to accompany that pursuit," Thierry Prissert, president of Breitling USA, told me recently.



Electronic elegance

"When we started in 1999, I only wanted to be in five stores because I only had five watches," François-Paul Journe told me while sitting in the F.P. Journe shop on the Sunset Strip. He's come a long way, as the brand now produces almost 900 watches a year. Journe was in Los Angeles to show his newest timepiece, a quartz-powered women's watch, the "élégante."

"The élégante was a request from a wife of a collector. I was not going to do an homage to quartz, it had to be something unexpected," said Journe of the timepiece, which took eight years to develop. It's quite a work of art, a perfect mix of mechanics and electronics, with a lot of smart features you'd expect from a maker of haute horology.

The élégante is available in red gold, platinum or titanium with a rubber inlay in a rainbow of colors. There is, if one wants, a bejeweled élégante. "What's the favorite watch you've ever made?" I ask.

Journe pauses for a second and replies, "But of course, it's the next one." From \$11,500, www.fpjourn.com

Taking flight

Breitling
Navitimer QP:
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Bremont
Wright Flyer
White Gold:
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IWC
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Photographer – Chris Turner

Stylist – Natasha Heasman

From top: Chanel 18kt white gold ring with pearl and diamonds, chanel.com; William & Son 18kt white gold, pearl, black and white diamond earrings, williamandson.com; Tiffany pearl necklace set in 18kt white gold, tiffany.com; David Morris pearl and diamond ring set in 18kt white and red gold, davidmorris.com; Mappin & Webb pearl bracelet, mappinandwebb.com; Chopard 18kt white gold and pearl earrings, us.chopard.com.

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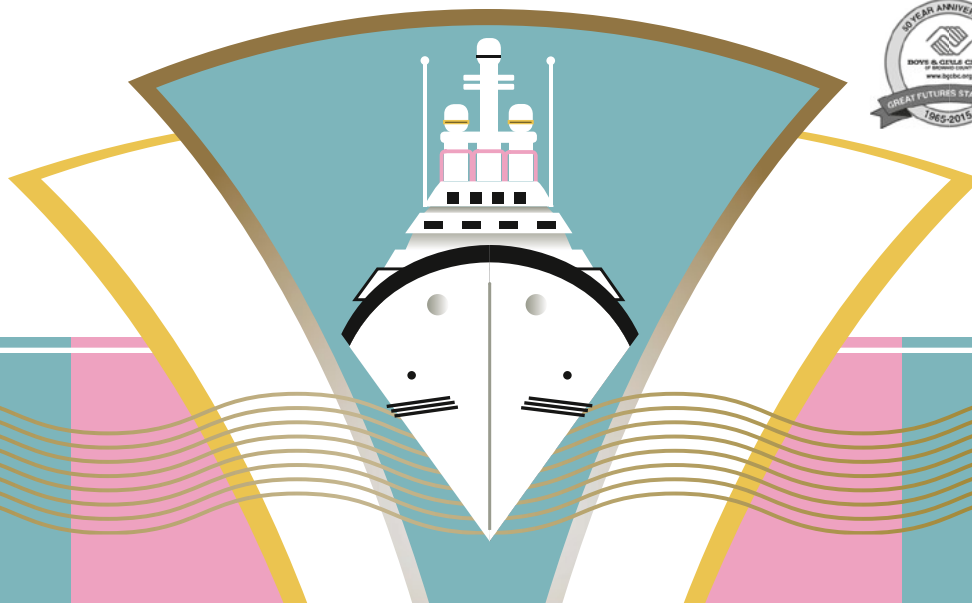
Yacht Hop Night

Friday

Miami Vice Costume Ball

SATURDAY

'Moon Over Miami' Black Tie Gala





Clockwise from right: Piaget white gold and diamond ring, piaget.com; Graff diamond necklace, graffdiamonds.com; De Beers diamond and white gold ring, debeers.com; 18kt white gold and diamond earrings from G London at Harrods, harrods.com; Harry Winston diamond lattice bracelet, harrywinston.com.



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Clockwise from top: Nigaam oxidized silver, pink, sapphire and tsavorite earrings from Talisman Gallery, talismangallery.co.uk; Chanel gold, tourmaline, tsavorite, rubellite and diamond bracelet, chanel.com; Faberge earrings with 18kt yellow gold, diamonds, tsavorites, rubies and emeralds, faberge.com; Wempe 18kt rose gold and peridot ring, wempe.com; Theo Fennell 18kt yellow and white gold, emerald and diamond ring, theofennell.com; Amrapali 18kt yellow gold, sapphire and ruby necklace, amrapalijewels.com; Pomellato rose gold, hessonite and pink sapphire ring; rose gold, adularia and blue sapphire ring; and rose gold, amethyst and tsavorite ring, pomellato.com.

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2. Gancio Bit moccasin by **Salvatore Ferragamo**, \$595, ferragamo.com
3. Yuketen panelled suede, \$340, mrporter.com
4. City Gommino in suede, by **Tod's**, \$495, tods.com
5. Harold suede tassel loafer, by **Ralph Lauren**, \$425, ralphlauren.com
6. Authentic Original 3-Eye Fleck canvas, by **Sperry**, \$90, sperry.com

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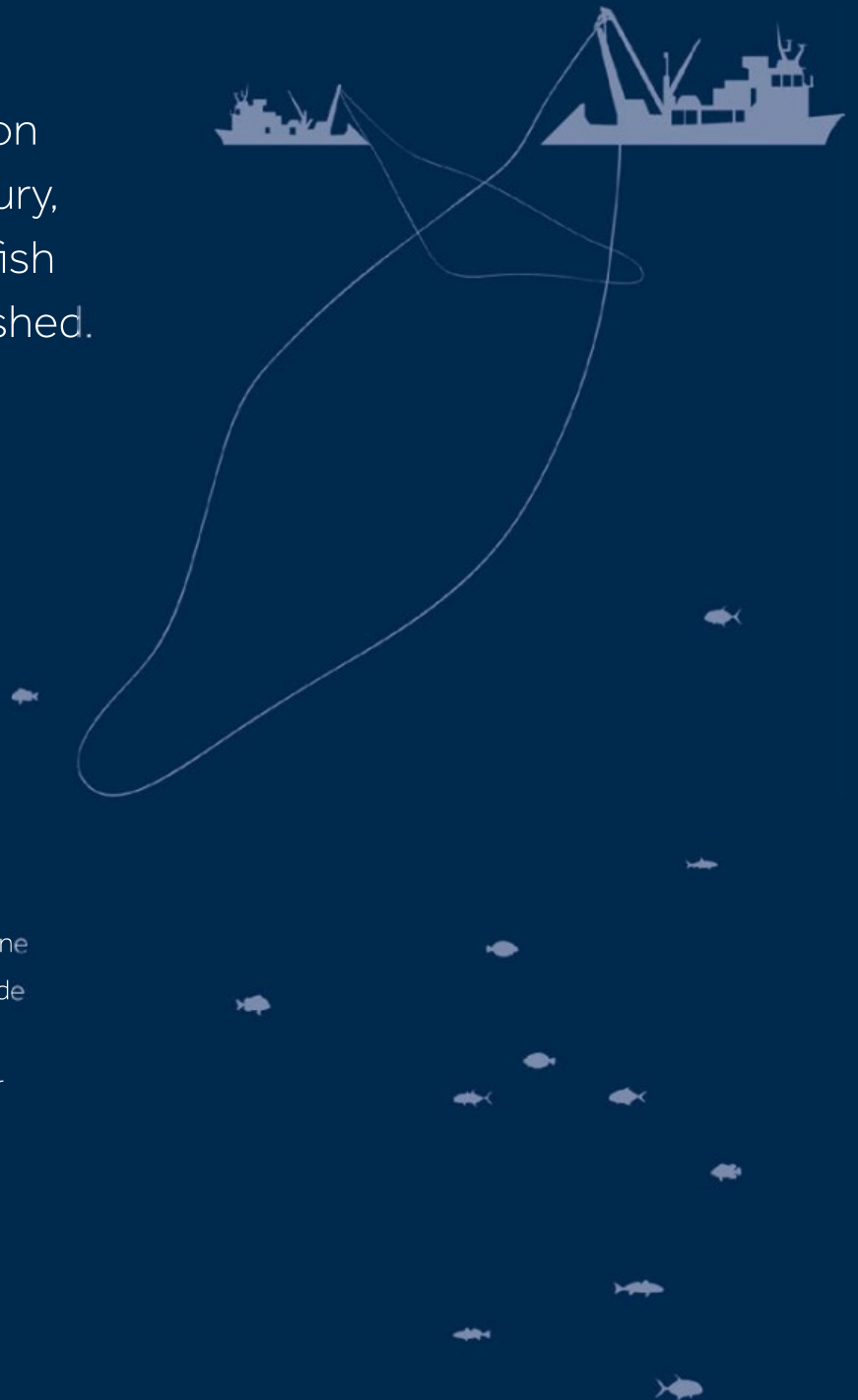
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THIS MONTH: Giorgio Armani on why he'll never own a shiny white yacht, and the highlights of the Loro Piana in Porto Cervo



▼
I never leave home without...



This month
Chapman & Kristin Ducote
Owners of *La Vie Vite* (82 feet)

Book CD: *Breatheology* by Stig Åvall Severinsen

KD: I'm always reading about six books at a time. Chapman gets annoyed that he has to load and unload so many onto the boat.

Watch CD: Aeris F.10 dive watch – function over form

KD: Rolex Daytona – form over function

Music CD: The best boat music is reggae when on the hook and rock 'n' roll on the way home when the coolers are packed with fish.



KD: I like French music like Madeleine Peyroux, Nouvelle Vague, Air and Édith Piaf. When he wants Mötley Crüe, I'm ready for Brahms. Sometimes we meet in the middle at silence.

Technology CD: Aerial drone to help spot the best reefs

KD: Candy Crush

Sunglasses CD: Tom Ford's Campbell for looking good, Maui Jim for spotting reefs
KD: Dior's So Real in gold

What do you always forget?

CD: Meat! If we don't catch fish, we're only eating vegetables.

KD: My blow dryer. Good thing for Bumble and Bumble Surf Spray

First thing you do on board?

CD: When Kristin is on board, we leave the mate behind for a more romantic trip.

KD: Lather on the sunscreen. Chanel's UV Essentiel works best.



Owner of *Eleonora*
LENGTH: 162 feet
YEAR: 2000
LOCATION: Cowes

• **How's your summer going?**

We were in Cowes the first week of June for the Royal Yacht Squadron's bicentennial celebrations. The Fleet Review in the presence of HRH Prince Philip, Royal Family members and a number of European royals was an unforgettable experience for me as a member of the Squadron. The Bicentenary Ball at the castle, the RYS' home in Cowes, was spectacular.

• **Are you racing?**

We took part in the third edition of the Westward Cup in a rather light (and very cold!) northeasterly breeze – not exactly *Eleonora's* cup of tea. We need at least 15 to 20 knots of wind to compete successfully with the smaller and much lighter classics, despite having a very motivated and large Corinthian race crew. *Eleonora* ended up second overall in a friendly and gentlemanly regatta, very professionally organized by the RYS. The owners, their guests and the crew much appreciated the social events, including the owners' dinner very generously hosted by Boat International.

Owner of *Rosey*
LENGTH: 88 feet
YEAR: 2014
LOCATION: Sardinia

• **When did you take delivery?**

We finally got *Rosey*, our Cantiere della Marche 86, on June 3 this year.

• **Have you owned boats before?**

Yes, two: a 1990 Riva St. Tropez and an Azimut Magellano 43

• **Why did you choose the yard?**

We were so impressed with the quality of the finish and design and use of space. It's 88 feet and gives over 3,000 square feet of space.

• **What did you like about the design?**

Rosey is sleek, modern yet still classically designed, with an eye for detail and a lot of thought into how the yacht will be used.

• **What's the best part of the boat?**

The large flybridge with space to eat, sunbathe and just sit and chill, sun or shade

• **Where are you taking her?**

We're planning to visit Sicily, Sardinia and the Balearics this season. But with a 3,500-mile range, we could go anywhere!

Members' Logbook

Every month, you tell us where you are on the seven seas, what you can see from deck and your top trip tips.

ShowBoats International | September 2015

Simon Bolt

YACHT: *Mischief*
LENGTH: 98 feet
YEAR: 2013
LOCATION: Bali

- **What can you see from deck?**
Kites flying above the resort town of Sanur, a huge mix of traditional boats and a 148-foot Perini anchored in front of us
- **What's been the highlight?**
Komodo and the island of Rinca where you can hike and see Komodo dragons in the wild
- **Have you made any discoveries?**

The port town of Labuan Bajo on the island of Flores has a night seafood market where you can eat fresh fish local-style. Or the hip hangout of La Cucina

- **Have you had any encounters with sea life?**

This area is teeming with marine life: dugongs, manta rays and the odd shark!

- **Which area of the boat are you using most?**

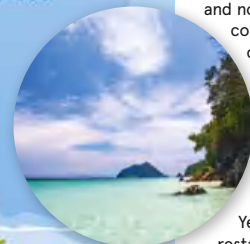
The forward bridge deck. It's a great place to see and be seen. We also spend a lot of time in the galley and crew mess, just hanging out with the crew.

- **Which toy are you using the most?**

My Marin mountain bike. Can't live without it.

- **Why do you like cruising here?**

It's rich in culture, diverse in marine life, and the people are the friendliest on the planet.

**Owner of Mondango 3**

LENGTH: 185 feet
YEAR: 2014
LOCATION: Auckland

- **What's been the highlight this year?**

We went up to the Mergui islands, which belong to Myanmar. It's a very untouched area, pristine and few tourists. The islands have a unique topography. We moored off one small island which had access to a lagoon – but only at low tide. You kayaked or swam in under a rock wall and it was very beautiful inside.

- **Where did you head afterward?**

Down the Strait of Malacca past Singapore and on to Hong Kong. We stopped near a small atoll in the South China Sea to check an anode; on the island was a structure that looked very militaristic. There were no signs of life initially and no indication on the charts as to what country we were dealing with. Various

countries are claiming territorial rights in these waters and it's a potential flashpoint. We eventually saw military vehicles and movement, then there was some chatter on the VHF but nothing we could understand. We made the repair and left ASAP!

- **Do you mostly eat on board?**

Yes. We don't go to beaches, bars and restaurants. We often try to catch our supper and travel with two lines over the stern. Curiously, when you interrupt your passage to catch a fish, it costs way more than flying in fresh fish from a fishmonger in a distant land. Our crew thought this was a good joke!

- **Which toy is seeing the most use?**

We use kayaks, including a tandem we can sail with outriggers. It has pedal drives and an electric motor. Lots of fun. Then there's the paddleboards, towables, wakeboards and a large in-ocean swimming pool.

- **What's the best part?**

Being at sea for days and weeks – our greatest joy

Owner of Sassafras

LENGTH: 111 feet
YEAR: 2000
LOCATION: Sydney

- **What brings you to Sydney?**

We've been here for about a month. The annual Vivid Light, Music & Ideas Festival has kept us entertained for two of those weeks, lighting the city, the bridge, the Opera House and other areas in spectacular form nightly. It's all accompanied by fireworks.

- **Where are you moored?**

We're at Jones Bay Wharf, which is a 15-minute walk to the inner city. Our view encompasses the Harbour Bridge and parts of the North Shore. The nightscape is wonderful.

- **What's the weather like?**

It's been warm during the day and cooler at night, but we have mainly been living in the main cockpit, which is enclosed but still offers a great view.

- **What are the restaurants like?**

There are any number of amazing places to eat within walking distance, including the renowned Flying Fish, which is right on the wharf.

- **Which toy is seeing the most use?**

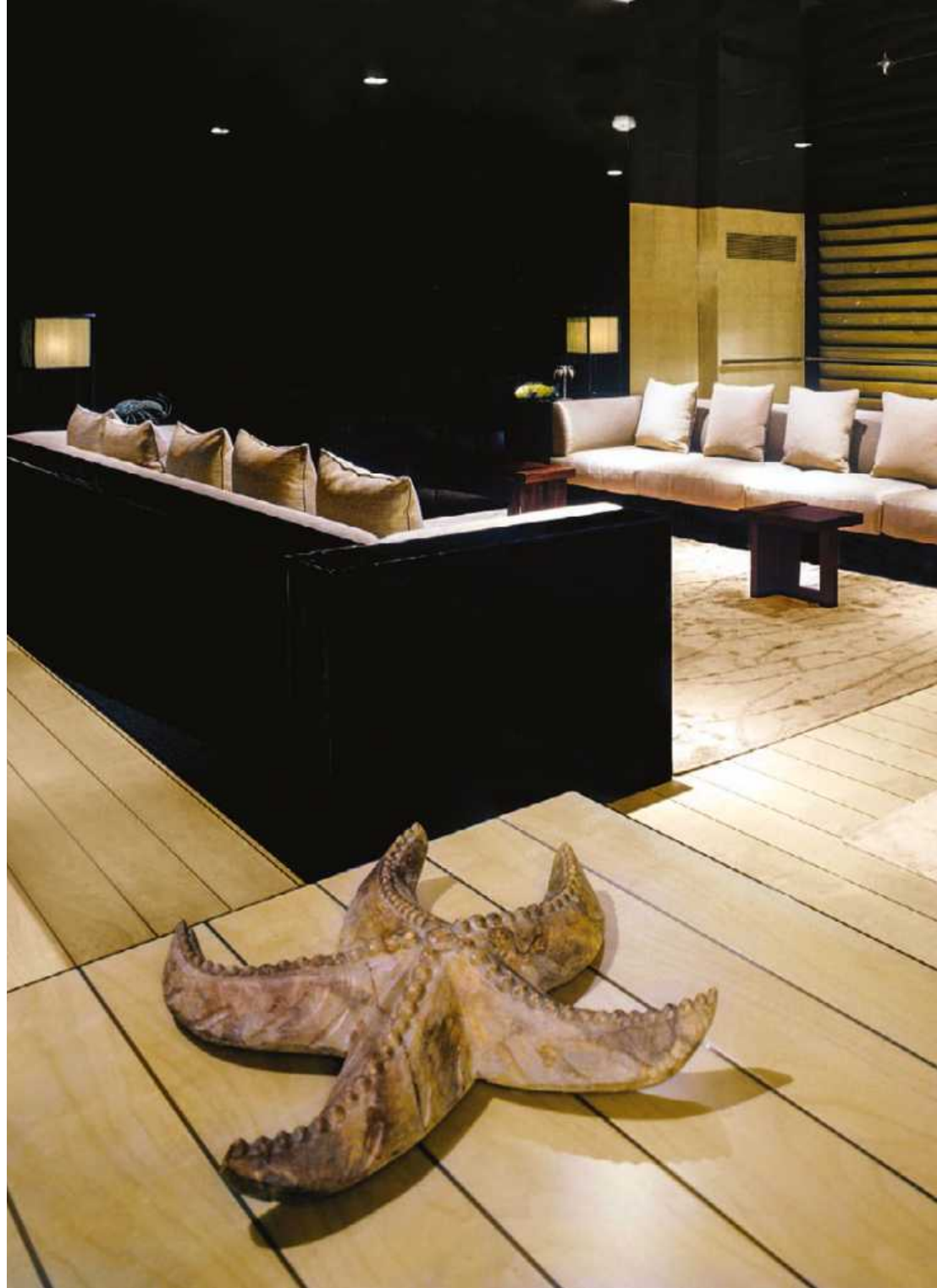
Our younger son is with us so his most used toys are his skateboard and wakeboard. Mine is my walking shoes – the best way to explore a city.





On board with GIORGIO ARMANI

**Giorgio Armani
tells *Peter Howarth*
why clothes and yachts
must have the same
defining principles.**



THIRTEEN YEARS AGO, I INTERVIEWED GIORGIO ARMANI during the Cannes International Film Festival. As we stood on the balcony at the Martinez overlooking the Croisette and the Mediterranean beyond, he looked out to sea. “That’s a horrible boat,” he remarked about a big beast of white metal floating in the harbor. It was too white, too flashy.

At the time, his first yacht was under construction by Codecasa, and it would be the antithesis of gaudy. It was the 164-foot motor yacht *Mariù*, named after his mother, and destined for his favored vacation home at the time, the small volcanic island of Pantelleria just off the coast of Sicily. “The winds are African and the climate dry, and it is so remote and dominated by the view of the dazzling deep blue sea that you could almost be on a boat,” Armani says.

Armani favors Pantelleria, an island off the coast of Sicily, for holiday retreats.



Left and below: Highly personal and reflective of his sense of style, Main was custom built for Armani by Codecasa. Inset: The designer dresses many stars, including Naomi Watts.



Armani grew up in the city of Piacenza, near Milan. As a teenager, he entertained ideas of becoming a doctor and enrolled in medical school. But he soon realized it was not for him and dropped out to take a job as a window dresser at Milan's most prestigious department store, la Rinascente. This led to a role as a buyer there, followed by a move into design, where he worked for Nino Cerruti. Then he set up on his own. Forty years later, he hasn't looked back.

Today, in an industry dominated by big groups and corporations, Armani is remarkable in that he still owns 100 percent of his company. Its most recent quoted results showed a record financial performance: consolidated revenues of more than €2 billion and an operating profit of more than €400 million. Asked for the secret of his success, he replies modestly, "I just try to design clothes that are stylish and avoid the traps of transient trends. I believe the best way to make people look good is to pursue a design vision of simplicity, elegance, comfort and function."

As with many successful men, a yacht was something he would come to desire. By the time we met in Cannes, the designer had made the decision to have his own after years

cruising on other people's. "Sometimes they'd belong to people I knew, sometimes they were just chartered. Invariably they were not my style — too white, too much lighting, too much marble, crystal and mahogany." As a scrupulously private person, he doesn't like anything that attracts too much attention. "That's why I'm not that keen on hotels. That and the décor; actually, big boats are often like hotel suites out at sea. So my own boat seemed to be the perfect solution. I enjoy a degree of isolation — that's what my home on Pantelleria is all about. However, it's not just on islands that I like to isolate myself. I isolate myself in worlds that I create from what I love. I remove what I don't like. You have to organize an atmosphere around yourself."

“
I isolate myself in worlds that I create from
what I love. I remove what I don't like.
”



As his personal assistant explained to me in 2002, the problem when chartering is that you are never entirely in control of what sort of boat environment you'll get. In one instance, he revealed, they had turned up to find their rental decked out in upholstery by another fashion designer! To his credit, Armani was much amused. But you can see the problem for an esthete who has made his name by following a very particular design vision.

So, then came *Mariù*, launched in 2003 and built by Codecasa, which the designer loved. "I personally oversaw the furnishings on *Mariù*, and she was my first significant boat after the charters," he explains. However, he longed to go deeper into this world, and after a few years of life on board, he had a greater understanding of what he wanted.

"Then came *Main*," he says, "which I designed entirely, from the hull to the interiors, putting in everything I consider important at sea and, at the same time, introducing a concept of the home. And so I designed not only things like the sunbathing and dining areas, but also the parts where people really live, the most private parts."

Main, a 213-footer also built by Codecasa, is Armani's current home on the water. Delivered in 2008, she is constructed from steel and aluminum and painted with an

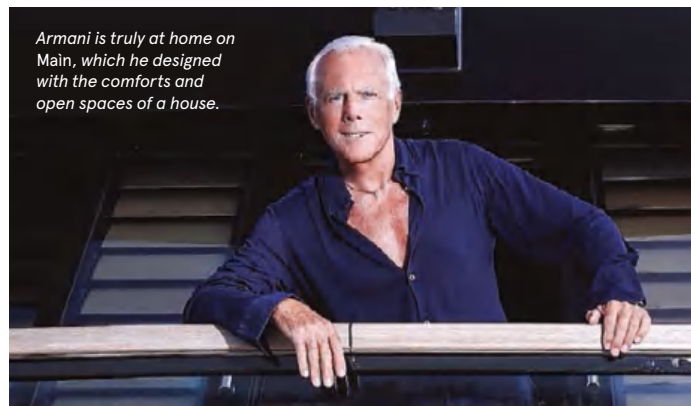
unusual dark green top coat. "Painting *Main* green was a choice made to camouflage her," says Armani. "The sea is rarely what we'd call blue. It's green or dark blue, or turquoise, where there are shallow bottoms and large boats can't dock. The green camouflages the boat at sea, so it doesn't appear too flashy."

Talk to Armani about design and it soon becomes apparent that elegance and understatement are central to his philosophy. Not appearing flashy, like the boat he pointed out to me years ago off Cannes, has been an objective for both his vessels. The first, *Mariù*, was charcoal gray and even had all the shiny stainless steel fittings sanded down to render them matte and less glaring.

Main takes things a step further. "I wanted *Main* to have a strong and compact appearance, and not be weighted down with dazzling white paint that can be seen from a distance, so people say, 'Oh, that's so-and-so's boat.'"

It took 30 months to build *Main* and a great deal of that time was spent interpreting two key design features that Armani specified. The first was that the louvre blinds and the windows they serve should run in a continuous line along the boat. "The overall effect is that *Main* looks as if she has no walls," says Armani. "You can see the whole panoramic view from the inside." The other

ARMANI CASA 2015



big challenge was the innovative sliding bridge-deck salon floor, which gives more space to the area connecting the upper salon to below, creating the effect of one expansive living room. "It wasn't easy work for Codecasa, considering that most of a boat's technology is concealed in the floor!" Armani says, with a grin. He visited the yard regularly to supervise the work.

"I worked very closely with my interior design team, as I do on all my homes," says Armani, who in addition to his holiday retreat on Pantelleria, also has residences in Saint-Tropez, St. Moritz, Antigua, on one of the Croatian Brioni islands and one on the Italian coast. "I had a specific idea, a desire that may seem rather strange," he confesses. "I wanted my second boat to feel like a house and so I designed it on the basis of certain principles and intuitions, which have given rise to a model that is completely different from my first boat. I went for comfort, arranging spaces to give plenty of visual freedom; you never feel as if you are closed-in in a box with low ceilings."

Being on board, he says, is all about forgetting work and "recharging," so he can go back to Milan full of energy and creativity. The experience of owning a superyacht gives him "the greatest pleasure," he says, and he talks of his love of the serenity of being on board, and how he enjoys experiencing the "rhythms of the sea, which are at one with our most profound inner nature." He doesn't usually host big parties on *Main*, but prefers to invite small groups of close friends to travel with him on this private refuge.

His favorite parts of the yacht are "the living area, with the verandah at the stern, and my cabin, which has paneling made of precious materials and an antique Japanese cabinet." His chosen cruising ground is



the Med, where he particularly likes to explore solitary beaches. "We Italians live on Mediterranean shores. It's a sea that allows you to go to uncontaminated places such as the Aeolian Islands or Pantelleria. I would really like to visit many places — sail along the coast of Africa, or around the islands of the Azores, for example — but my holidays are never long enough." He spends less time on *Main* than he would like, he confesses, because he has so much work to do.

"I have always loved the water," Armani says, "ever since I was four or five years old and was taken to beach resorts. I still remember the feeling of the smooth, cool sand under my feet and how it filled me with joy as evening came. I have loved the sea ever since, and I still love and respect it greatly."

"I was born into a family that would have been passionate about sailing if we had been able to afford it, and I would have loved to sail. As kids we only had a pedal boat, and later on, an inflatable one. So when I was able, I thought it would be nice to experience the sea more comfortably and try charters. As soon as I could, I bought *Mariù*, later on came *Main*."

Mariù was his mother's nickname. What about *Main*? "It was actually my mother's affectionate nickname when she was little, while *Mariù* — also in the dialect of Piacenza — was her nickname as a young woman," he explains. "I like to remind myself of where I come from: a simple family, from the petite bourgeoisie, where our greatest luxury was owning a Lambretta and cars did not become within our reach until much later. Recalling my mother's girlish nicknames means not detaching myself from the world that I loved."

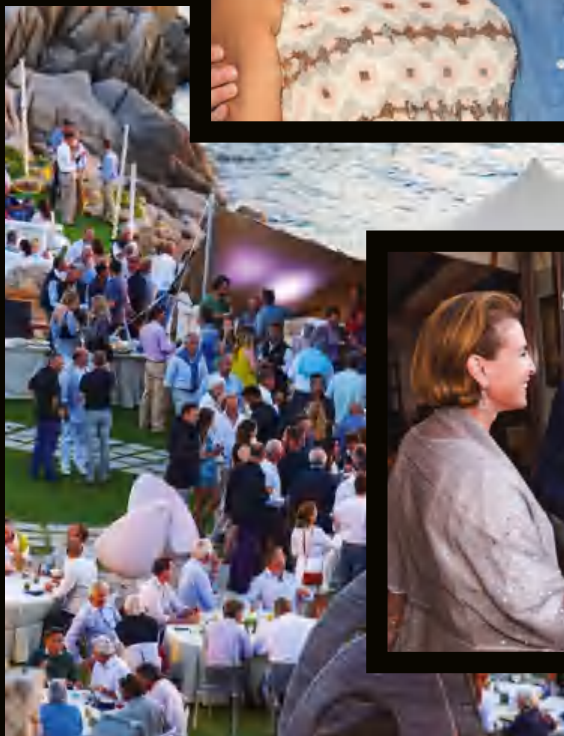
But the reference to mama Armani is not just about roots. "I have always believed in elegance. I get that from my mother," he says. "My mother was very elegant. She had great force and a refined sensibility. She taught me that if you wish to create beauty, only do what is necessary and no more. It is a lesson I have never forgotten. And it is the approach I use when creating both fashion and interiors."

"In my cabin on *Main*, on the desk, there is a picture of her with me when I was about six on the beach at Rimini. She looks beautiful in her black skirt and one-piece bathing suit. That's how I remember her." ⁵⁵

No wind? No problem

The breeze was fickle at the Loro Piana Superyacht Regatta June 2-6, but no one was complaining. Super sailing yachts managed exciting racing in light winds, and the social side was — as always — Porto Cervo perfect.

Right: Franziska Hirsch and Bertram Rickmers.
Below: Sunset Party at Phi Beach



Above (left to right): Peter Griffith, Chris Edwards, David Gomes da Costa, Jeff Eckland, Kimberly Gonzales and Rebecca and Jay Beever of Gold Sponsor Embraer Executive Jets. Left: My Song, winner of Class B and the YCCS Trophy for highest placed YCCS member



Gabrielle and Thomas Haffa with Pier Luigi Loro Piana





“
This week in Porto Cervo is
a beautiful week and the
atmosphere is exceptional.
Now I have the win and it's
totally perfect!

– Massimiliano Florio,
owner of Grande Orazio

”



Top: Grande Orazio, winner of Class C and
the International Maxi Association member trophy.
Above: Vittorio Blengini, Christopher Cheng, Fabrizio Sgariglia



Barry Houghton, owner of Salperton,
(center) and guests



Top: Massimiliano and Francesca Florio, Andrea and Silvia
Micheli, Umberto Bassino. Above: Kristoffer Melinder (left)
and the Gaia team



Saudade, winner of Class A
and the Loro Piana top prize,
the Silver Jubilee Cup by
Boat International Media

An aerial, high-angle photograph of the Silver Fast yacht, a sleek silver motor yacht, as it speeds across the dark blue ocean. The yacht is oriented diagonally from the top left towards the bottom right. It leaves a wide, turbulent white wake behind it. On the deck, various features are visible, including a circular helipad near the bow, a large glass-enclosed cabin, and several satellite domes. The image is split by a diagonal white line that runs from the bottom left corner towards the top right, separating the dark blue water from a white background where the text is located.

SLICE OF SILVER

*It's fitting that Silver Fast rhymes with iconoclast
as she is designed to break with convention.*

Words - Nick Burnham Photography - Guillaume Plisson



It seems to be an unwritten rule that bigger is better. So yachts get taller and fatter, packed to the gunwales and beyond with acres of accommodation space. Well, rules, unwritten or otherwise, are made to be broken, and Guido Krass, owner of Silver Yachts, is the man with a big enough hammer to do it. A German industrialist, Krass is clearly no follower. His yachting philosophy from the start has been to build slender, lightweight yachts that can travel economically at high speeds through challenging conditions, exploiting a higher length-to-beam ratio than is commonly accepted. The intention was to create craft with exceptional performance, tremendous range and very capable seakeeping.

Knowing what a hard sell that might be on paper, he took the unusual step of opening a shipyard and building the yacht before seeking his first buyer. It gave him other advantages, too, removing deadlines and freeing him from budget constraints. "We wanted to build something of outstanding quality," he says.

Espen Øino was the naval architect charged with turning Krass' dream into reality. What he came up with was a semi-displacement shallow-draft design that espoused the lightweight slender concept. "There is actually nothing revolutionary about the design," Øino says. "Fifty years ago, before the kind of ultra-high output (and consumption) diesels that we're used to today, high length-to-beam ratio was the route to high speed. And an easily driven hull has many other benefits, chiefly great efficiency and excellent seakeeping."

As if a maverick approach to design and marketing wasn't enough, the commissioning of such a craft was equally free thinking. European yards struggled with the concept so Krass looked to Australia, a country with vast experience in fast aluminum ferries and high-speed commercial and military craft.

"They build boats that operate consistently and reliably in all weather and at high speed – they have a huge amount of know-how in this field," he says.

Krass brought in experienced shipwrights from Europe to ensure a standard of finish that matched his requirements.



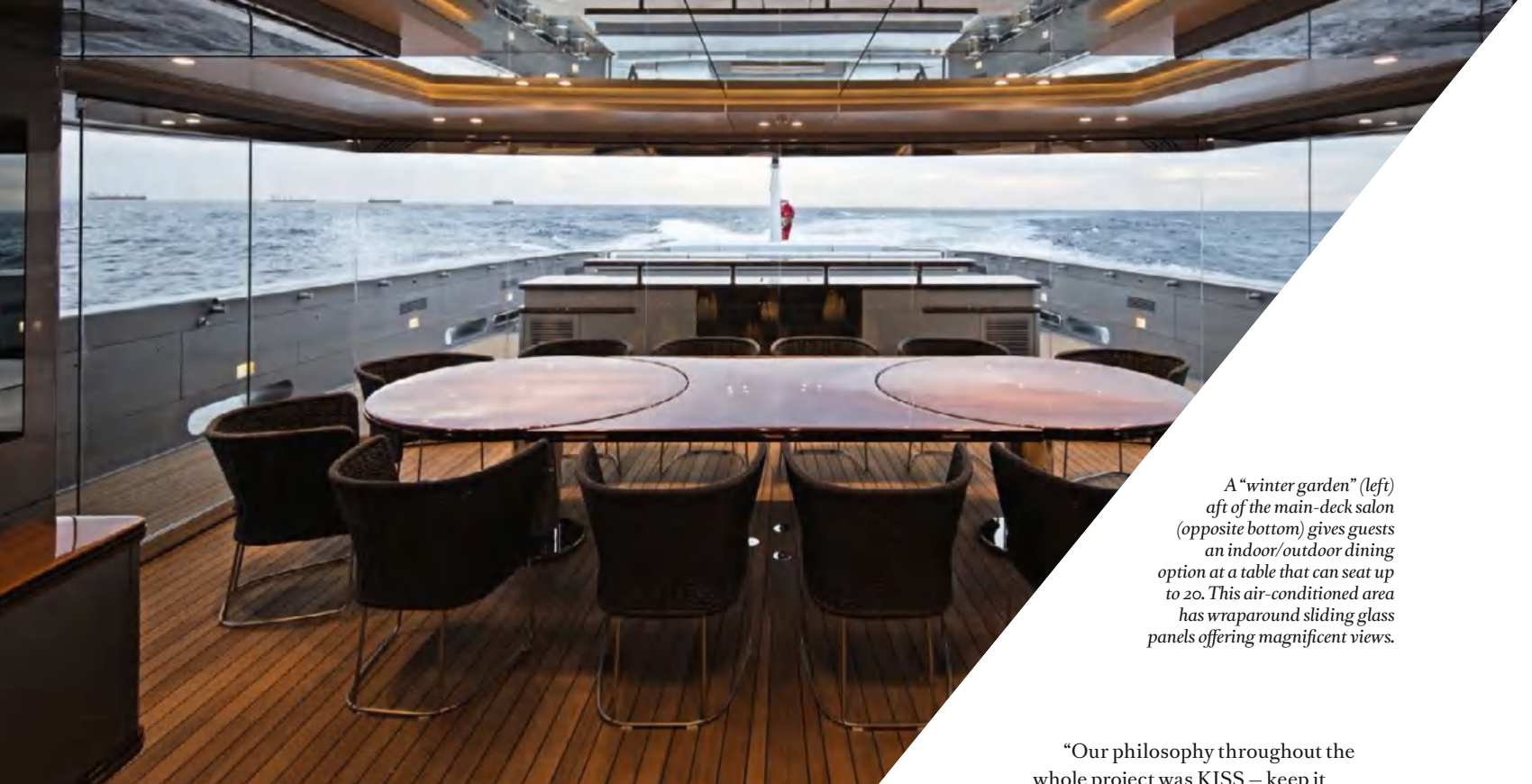
With extended shaft lines and a new propeller design, Silver Fast glides serenely through the ocean. Her lightweight, slender shape makes her faster and more fuel efficient than your typical 250-footer.

“

*The sensation is one of being
pulled along by an invisible thread
from a ship just over the horizon.*

”





A “winter garden” (left) aft of the main-deck salon (opposite bottom) gives guests an indoor/outdoor dining option at a table that can seat up to 20. This air-conditioned area has wraparound sliding glass panels offering magnificent views.



“Our philosophy throughout the whole project was KISS – keep it stupidly simple,” says Krass; thus, the yachts have conventional shaft drives, well-designed systems and large technical spaces. “A lot of commercial expertise went into creating a craft designed with the operator and owner in mind, not simply the easiest way for the yard to put it together.”

Krass’ approach appears to be working – his latest build, *Silver Fast*, is the fourth in a decade from the yard based in Henderson, near Perth. The concept remains constant across the quartet: Rather than padding out the beam and extending the height, Silver Yachts builds shapely low-profile darts, slim and sleek. *Silver Fast*’s fuselage-like superstructure gives more than a nod to executive jet design. The all-aluminum construction is unsullied by stripes or other cosmetic adornments – there is a purity to the aesthetic that is rare in craft of this caliber. She’s almost identical in profile to 2012 sistership *Smeralda*, but her single dark shade of metallic silver, rather than the previous two-tone colors, makes a big difference, suggesting quiet confidence and allowing the design to hold sway. But it isn’t just the look that lends itself to aircraft comparisons; this yacht fulfills the lightweight brief, too. Much of the interior is backed with aluminum honeycomb substrate. And the volume, less than 1,000 gross tons, is half that of some yachts of comparable length.

The layout, bar a couple of changes, is essentially also the same as that of *Smeralda*. A sun deck with its horseshoe of forward settee around two tables complemented by a central bar area and a Jacuzzi tops the yacht. Loose furniture by Paola Lenti selected, like most of the accessories, by Sabrina Monteleone of Sabrina Monte-Carlo adds flexibility and color, while a three-stack mast sees all the radars, domes and antennae color coded a uniform black.

The next deck down is entirely dedicated to private living for the owner. A passageway to starboard links a lounge and dining area aft with stateroom with a 180-degree vista forward, accessed via his-and-hers bathrooms and a small study area. Aft, sliding doors open to a private outdoor deck.

A sweeping staircase connects this area with the main deck below. Three VIP cabins forward, each a spacious oasis of calm, ensure that guests won't feel shortchanged by the apartment above them. A starboard-side passage creates space for the large industrial standard galley and leads past the dayhead and stairway to a long, well-lit salon that encompasses a cozy media lounge.

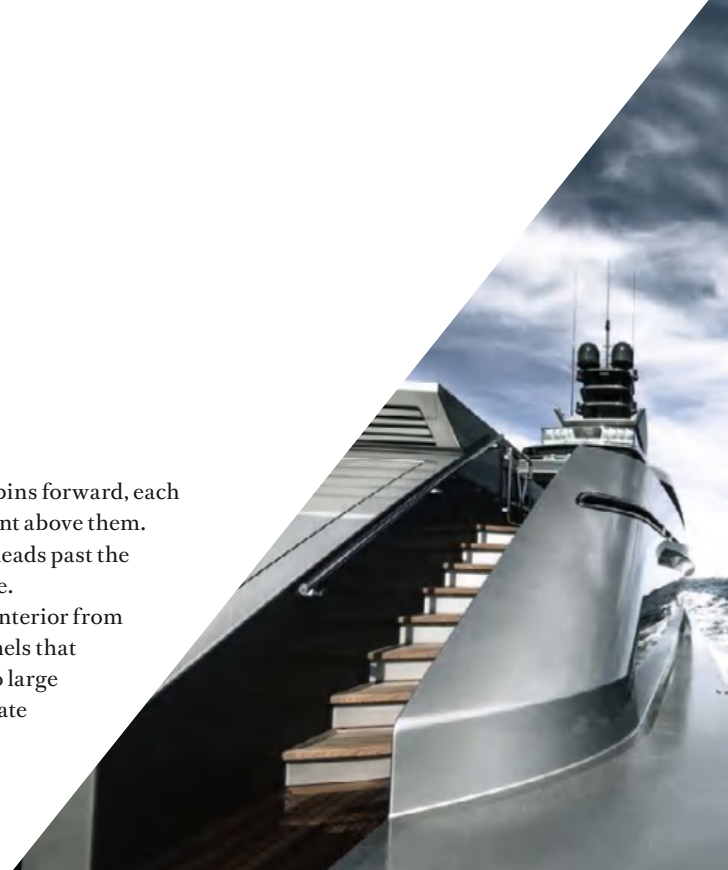
You'll pass through this area on your way to the "winter garden." Separating the interior from the large aft deck lounging area, it's so named because the floor-to-ceiling glass panels that surround it guarantee a clement climate regardless of the outside temperature. Two large circular tables combine to create a massive dining area for 20. And in more temperate climes, the glass panels retract out of view.

A large tender garage fills the lower deck beneath the foredeck's helicopter pad. Twin C-Quip 5,511-pound hydraulic cranes allow two 24-foot tenders (custom-built by Silver Yachts in matching metallic silver) to be launched through gullwing doors, in turn clearing room to deploy a pair of Sea-Doo personal watercraft. Placing this stowage in the slender bow frees up living space in the wider section aft.

Crew cabins – eight of them – plus a generous crew mess area fill the next section. Farther aft, accessed by the stairway from the main deck and a central passage, you'll find four large en suite guest cabins. A door aft of this passage leads to another two cabins, ideal for nannies or other supernumerary staff that need to remain in close contact with guests.

The gleaming white engine room, separate pump room, three generators and an engineer's office divide the accommodations from the beach club. This clean-cut haven of exercise and pampering gained dramatically from a length stretch of 240 to 253 feet between hulls two and three. A steam room, sauna, massage area and hairdressing station surround space for working out. From here, the transom door provides access to a large teak-laid swim platform.

While the layout is a slight evolution of



With a deck completely dedicated to the owner, the master stateroom (right) enjoys expansive views forward over the wheelhouse.







Smeralda, the execution is quite different. Designed by the same company – Vain Interiors of Germany – the most obvious difference is the finish. A more self-effacing open grain teak replaces *Smeralda*'s high-gloss walnut. Four smaller couches complemented by comfortable club chairs around a pair of low marble-topped tables have replaced the rather formal full-length salon settees.

Grays and browns predominate, lending a gently masculine aura set off perfectly by white-framed monochrome prints. Staircases are clad in stitched mid-gray leather matched by the handrails and silk carpets.

This timeless décor feels cozy without being cloying, confident without ever being brash, and complements the subtle exterior of this beautiful yacht perfectly.

But all this form is nothing without function. I am up on the bridge at 3 a.m. as we slip out of Abu Dhabi and head into the darkness for an 80-mile run to Dubai. Situated mid-level forward of the main deck and owner's deck, the bridge is a haven of order and tranquility.

Testament to the many improvements made to the running gear, such as extended shaft lines, a new propeller design and tuned engine mounts, the sensation is one of being pulled along by an invisible thread from a ship just over the horizon. The gauges are the only clue that the two MTU 16V 4000 engines are running – 1,400 rpm for 18 knots. A full load of 29,587 gallons of diesel gives us about 4,500 nautical miles at this speed. There is zero perception of pitch as the slender bow slices effectively through





the rolling swell. The reality superbly matches the concept.

With a top end of nearly 30 knots and a cruising speed of 18 knots, this is a fast boat. The benefit is clear in terms of the range, especially when compared to yachts with a more typical 12-knot long-distance cruising speed.

“To put that in perspective, we gain one hundred and fifty miles over a conventional yacht for every twenty-four hours at sea,” says *Silver Fast’s* captain.

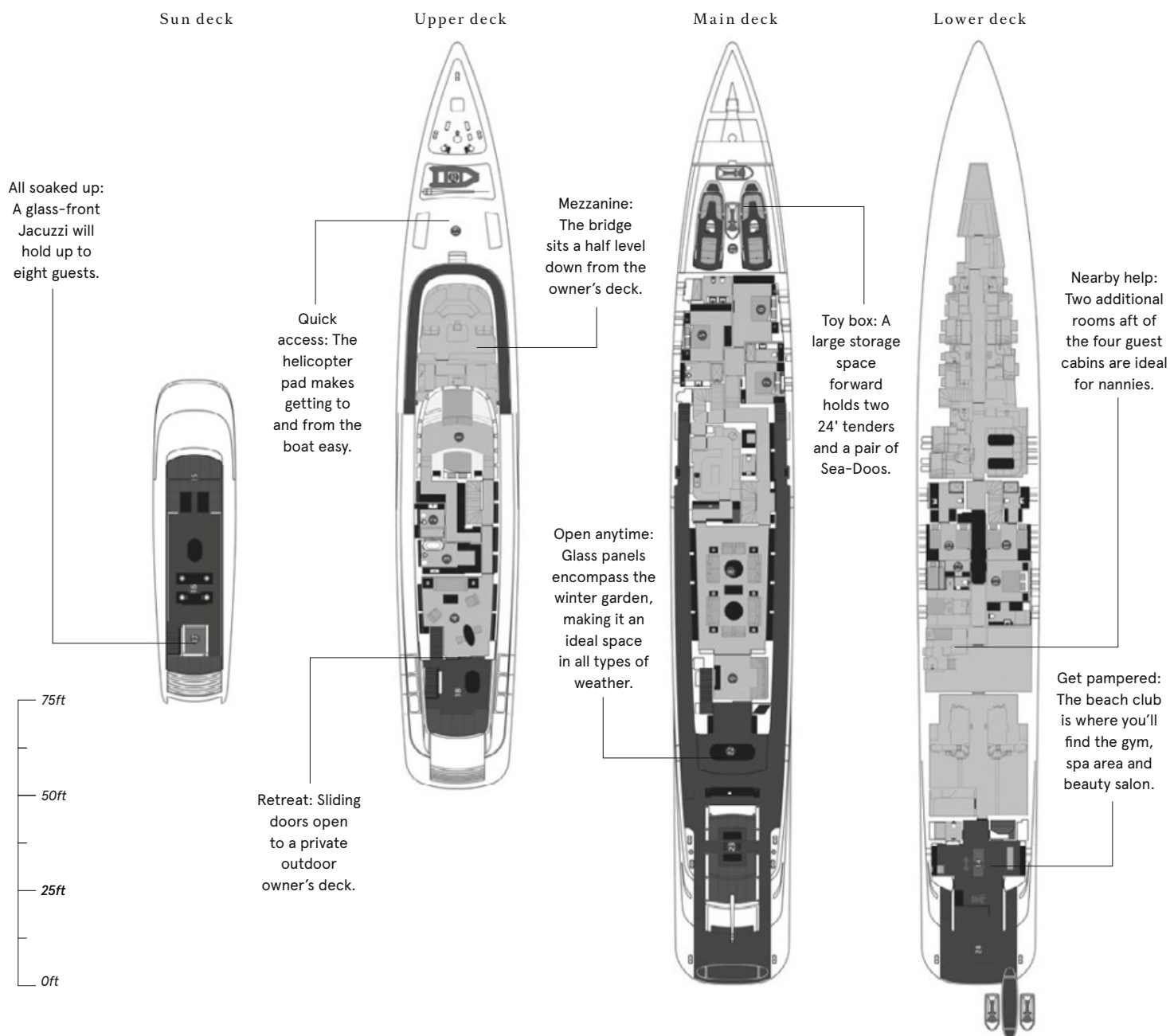
“We’re appealing to a new breed of [owners] with this yacht,” says Krass. “Every buyer so far has been under forty. People buy these yachts because they fulfill a niche for covering ground, which extends the range of a week’s charter considerably or allows an owner to travel further within a specific timeframe. Shallow draft means that when they get there, they can get into bays or harbors that other eighty-meter yachts can’t approach. So they have a boat that will allow them to do what they want, when and where they want to do it.”

Silver Yachts’ Middle East agent Hisham Abushakra sums it up perfectly. “You buy a Range Rover because it does everything well. It will operate as well in the Arctic as it will in the desert. You can drive it at one hundred miles per hour on the freeway and you can park it outside the Raffles Hotel and it will fit in. This yacht is like that. What do you want to do with your yacht this week? Whatever you want, this yacht will do it.”



A masculine décor employs browns and grays in the owner's private salon (center) and main salon (opposite bottom), where traditional full-length settees have been eschewed in favor of cozy couches and club chairs. Top and right: The sun deck lives up to its name, offering dining forward or lounging anywhere in the Paola Lenti loose furniture.

Silver Fast – Silver Yachts



LOA: 252' 7" (77m)
Beam: 32' 10" (10m)
Draft: 8' 6" (2.6m)
Displacement: 560 tonnes
Gross tonnage: 952 GT
Power: 2 x 3,646-hp
MTU 16V 4000 M90

Speed (max/cruise): 29/18 knots
Range: 4,500 nm @ 18 knots
Fuel capacity:
29,587 U.S. gallons
Generators: 2 x 155kW Northern
Lights, 1 x 230kW Northern Lights
Stabilizers: Quantum Zero Speed
Bowthruster: 150kW American TRAC

Freshwater capacity:
8,189 U.S. gallons
Owner and guests/crew: 18/18
Construction: Aluminum
Classification: LRS + 100A1 SSC Yacht
Mono G6 + LMC (UMS)
Naval architecture:
Espen Øino International,
Hanseatic Marine Engineering

Interior design: Vain Interiors
Exterior design:
Espen Øino International
Builder/year: Hanseatic Marine/
Silver Yachts/2015
Henderson, Western Australia
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e: info@silveryachts.com
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“

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Owner, S/Y SYMMETRY

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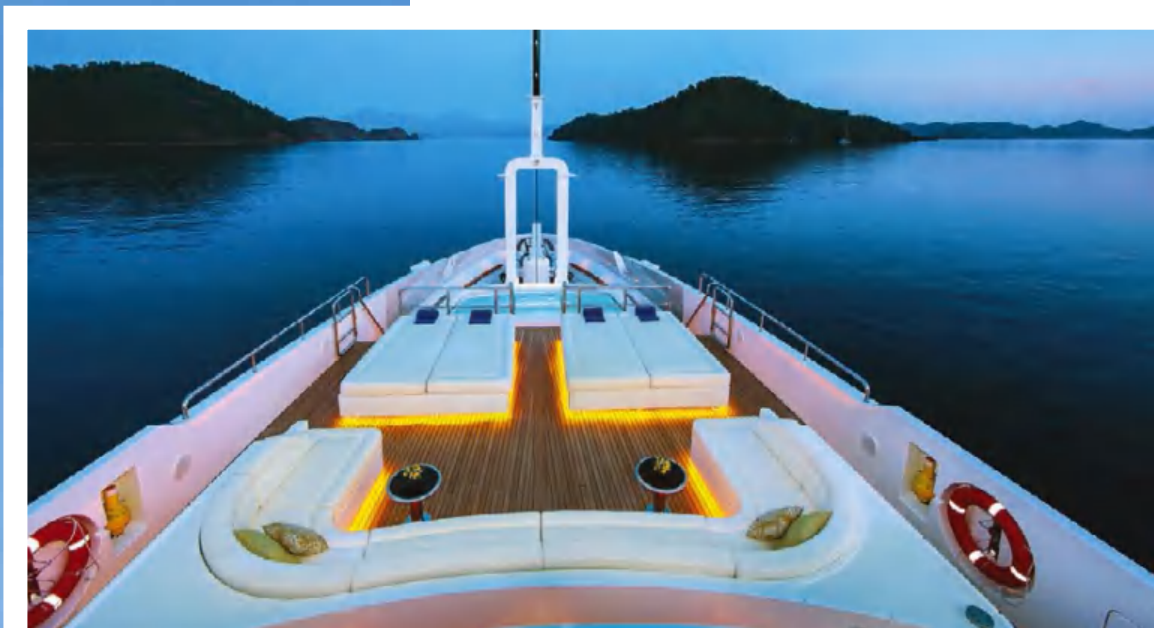


Deck Appeal

Words - Marilyn Mower Photography - Thierry Ameller



*Minds opened to the needs
and desires of owners have
created a yacht with
wide-open spaces.*



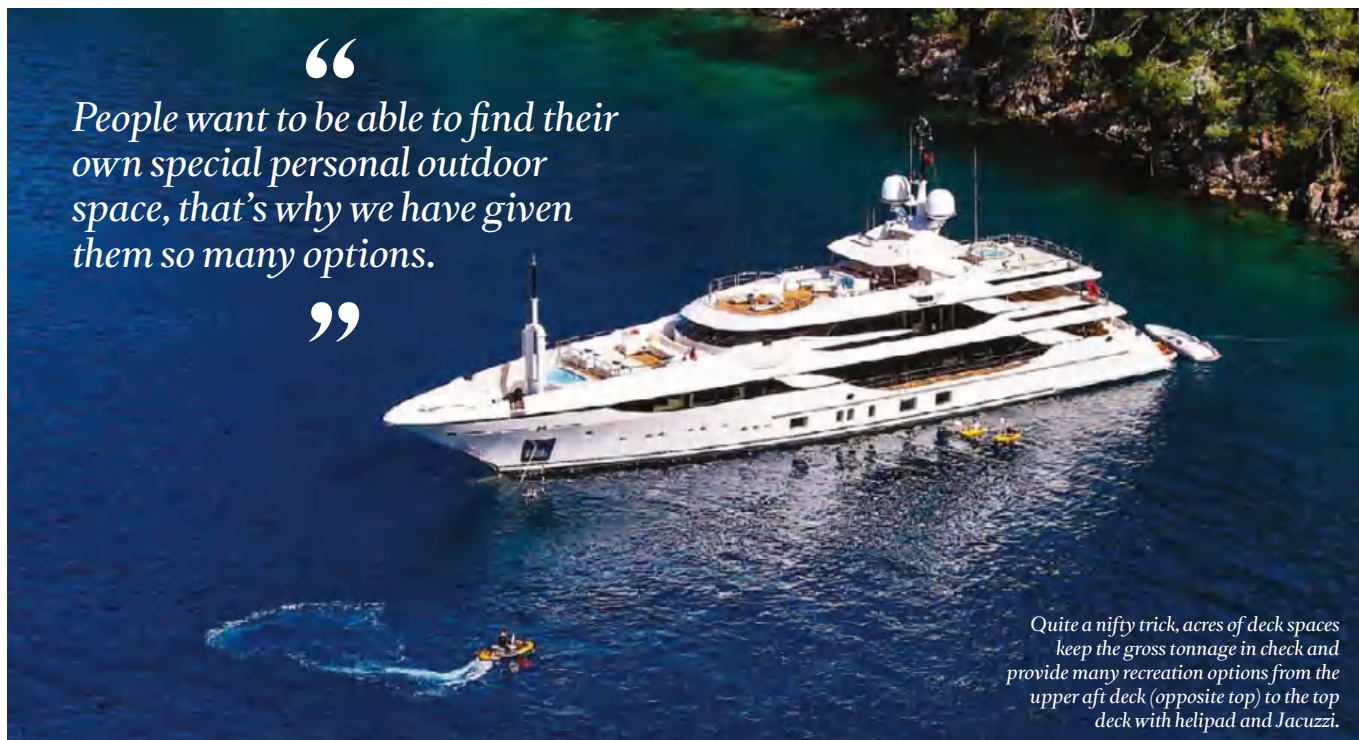
Where does design come from? Most of the time, it is the result of people thinking of ways to resolve a three-dimensional problem. Sometimes that creative act comes from people seeking to achieve a new business paradigm. When these two approaches happen in tandem, the results can be very interesting indeed, and *Vica*, the first of a new custom yacht concept from Benetti, is a perfect example of that.

Well known for building large yachts in metal and smaller yachts in composite, the Italian builder as of late has been pushing the size range of its semi-custom composite models, last year introducing a 140-foot fast displacement series called *Veloce* to accompany the 145-foot displacement tri-deck series dubbed *Vision*. One look at *Vica*, however, and it's clear she is in an entirely different camp.

The planning for the yacht that became *Vica* began four years ago, according to Benetti CEO Vincenzo Poerio. "It was the middle of the financial crisis and we were determined to find a way to offer more possibilities to the market," he says. "Our goal became how to overcome objections to custom builds, primarily the length of time it takes for a typical new build. How do we shorten the time, reduce the cost and customer headaches, yet keep the product custom to each client?"

Benetti's approach was to adopt the customer's point of view, visualize the desired result and work backward from it. The technical department developed the best engineering framework to satisfy a majority of interests and left customization for the areas

“
People want to be able to find their own special personal outdoor space, that's why we have given them so many options.
 ”



Quite a nifty trick, acres of deck spaces keep the gross tonnage in check and provide many recreation options from the upper aft deck (opposite top) to the top deck with helipad and Jacuzzi.

that are the most obvious to the owner – appearance and layout. Along the way, Benetti realized the most likely customers for this product were yacht owners who wanted to stay below 500 gross tons but still aspired to have some of the features available on steel yachts 55 meters (180 feet) and beyond.

To minimize build time, Benetti chose to develop a new mold for a composite 163-foot hull with a 30-foot beam, the same as the Vision, but a full load draft of nine feet, same as the 154-foot metal *Panthera* launched a few years ago. “We will laminate the hull on speculation – we intend to have one always in production,” says Poerio. “This is our investment and it will shorten delivery time by six to eight months.”

Benetti also opted for an interesting combination of a hull in composite and superstructure in aluminum. “Because composite is lighter, we end up with less of the yacht’s volume under water and more of it where the guests want it to be,” he says. As far as aluminum, it affords the yard and the owner nearly unlimited options in styling.

With the hull shape and mechanical package preordained, Benetti’s design team works with the customer on the layout and the design of the superstructure. So custom is the approach that the yachts are built right alongside the fully custom steel yachts at Benetti’s Livorno shipyard.

Vica’s owner asked for a modern, Mediterranean-style yacht with plenty of open air spaces – which plays nicely into staying under 500 gross tons. She doesn’t look like a scaled version of *Illusion V* or a scaled-up version of the *Veloce*; she is entirely her own look, just as Poerio and the Benetti team had envisioned it. Although the yacht can be certified for charter, *Vica*’s owner is choosing to keep his yacht for private use.

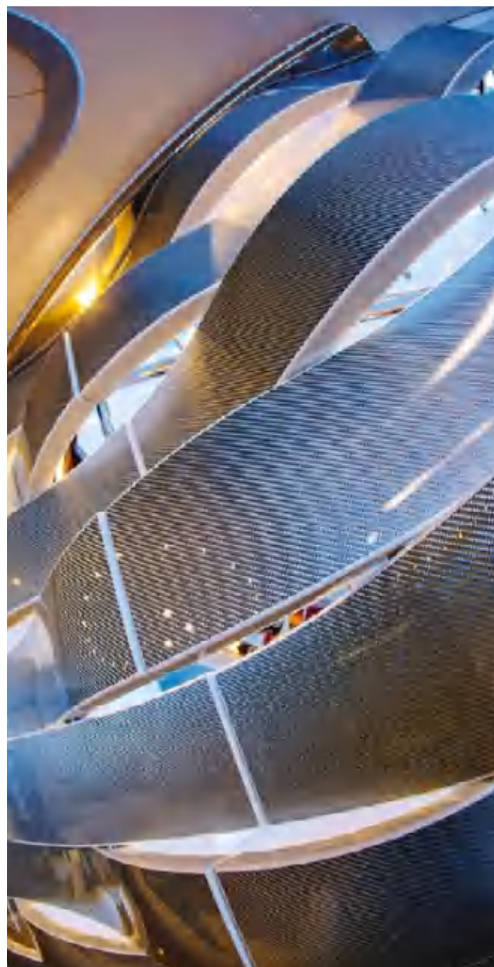
Captain Pierre Yves Jourdan showed us through his new charge in Goeck, Turkey, where the enormous exterior spaces could be enjoyed

to their full extent. Moving around the decks is comfortable, easy and secure. The covered aft decks are spacious and the main-deck walkways are pleasantly wide. Stairs at the forward end both port and starboard provide a link to the upper foredeck. Here, with the wheelhouse set well aft of the bow, there is a large forward seating and sunning area with a Jacuzzi. It’s a logical spot for yachts that anchor out during the hot Eastern Med cruising season.

The next clue that *Vica* is a yacht for outdoor living is found in the protected alfresco seating area aft of the salon doors, where a large sofa fronts a TV recessed into the wall. The main salon itself is divided into two sections. The aft-most section features a bar and a Yamaha baby grand piano, a karaoke setup and plush seating, indicating that the sliding glass door will often be kept open. Illuminated columns flank a buffet that delineates another media lounge just forward.

The space is large enough for dining and likely would have been used for this purpose if the owners had not decided to move the formal dining to the upper deck. Here, an oval table seats six to 12 under an embellished overhead of the same shape and takes advantage of the views offered by huge sliding glass doors opening out to the aft deck. The rest of the upper salon is given over to a games table and a conversation area. Its oversized parquet floor design blends nicely with the aft deck and contrasts with the light-color bamboo carpets used nearly everywhere else.

Both the main and upper decks have pantries linked to the galley and crew circulation pathways, a prerequisite for proper service. Opposite the main deck pantry space is a large and inviting foyer, and the spiral staircase that is the center of guest circulation. Numerous main deck windows and a skylight inset in the upper deck flood the space with natural light.





*Soft goods create a neutral background
so as not to compete with the vibrancy of
Turkey's Emerald Coast.*

*The skylounge hosts the only
indoor dining area, although
with the size of these doors,
it might as well be another
outdoor dining option.*





The décor reflects the owner's preference for a breezy and simple interior, even for his master suite with attractive terrace.

Two doors lead from here to the master suite that begins with a surprisingly large office, its big desk positioned for the best views. The full-beam stateroom features the latest thinking in balconies, a permanent installation fitted with watertight glass doors that slide open to allow fresh air into the room. It has space for a small table and two chairs, and an air curtain prevents insects from flying into the bedroom. Uniquely, this balcony is equipped with an articulating passerelle allowing the owners to exit the yacht to a tender or a dock directly from their suite. A dressing area separates his-and-hers bathrooms.

Descending from the main deck lobby to the four guest suites below, *Vica* holds a surprise – the lower lobby fronts a fold-down terrace to the sea, protected by a set of watertight glass doors, that makes for a charming al fresco spot to relax or perhaps to have a massage. “People want to be able to find their own special personal outdoor space, that’s why we have given them so many options,” Poerio says.

Benetti’s in-house interior architect, Maria Rosa Remedi, arranged the spaces and built-ins, choosing surfaces and colors in concert with the owner’s interior designer. The joinery is primarily cherry with accents in rosewood. Soft goods create a neutral background so as not to compete with the vibrancy of Turkey’s Emerald Coast, which is the owner’s favorite cruising area. The owner also sought to use materials that are more environmentally friendly; hence, the choice of a bamboo-fiber carpet.

Again, the sun deck is an outdoor enthusiast’s dream featuring a

second Jacuzzi wrapped by a sunbathing area. A full bar with room for food storage and service accompanies a second dining area located under the radar arch. Farther forward is a circular open area set up with lounge chairs. It is structurally engineered to function as a landing pad for a small helicopter.

The pre-engineered solutions that the owners don’t necessarily care to delve into include the engine room and lazarette (which accommodates a technical tunnel running aft to bow at bilge level). The engine room and air-conditioned engineer’s control room are compact as much of the technical equipment is installed along that tunnel. Two Caterpillar C32s develop 1,300 horsepower each, enough to push *Vica* to a top speed of 15.5 knots. Her cruising speed is 14 knots, but throttling back to 12 gives her a 4,000-nautical mile range.

The yacht is classed to ABS, but Poerio says it could be built to any of the classification society rules. As to that tonnage rule, *Vica* measured in at 498 gross tons and Poerio thinks he has delivered the maximum pleasure for the rule.

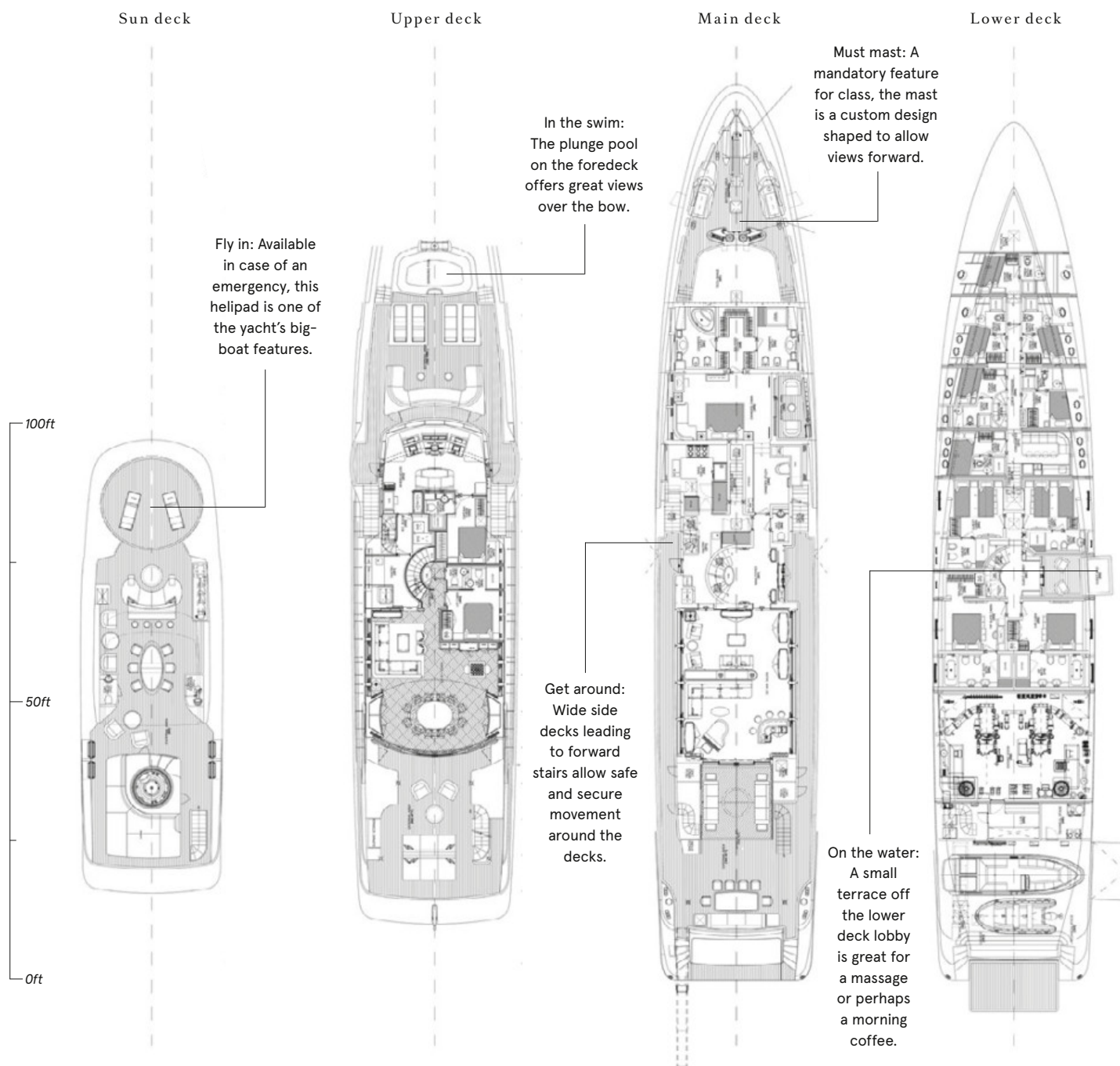
“Clients are definitely looking for less of a headache; that’s why we are staying under that five hundred-gross ton limit,” he says. “I think if you are prepared to go over five hundred gross tons, you might as well go way over it and build in steel, but we do that, too,” he adds.

The best business paradigm may be to make new friends but keep the old. ■

Cecile Gauert contributed to this feature.



Vica – Benetti



LOA: 163' 4" (49.8m)
Beam: 30' 5" (9.3m)
Draft: 8' 9" (2.7m)
Displacement: 420 tonnes
Gross tonnage: 498 GT
Power: 2 x 1,300-hp
Cat C32 ACERT

Speed (max/cruise): 15.5/14 knots
Range: 4,000 nm @ 12 knots
Fuel capacity: 16,907 U.S. gallons
Stabilizers: Naiad fin
Generators: 1 x 150kW Kohler 150EFOZD,
 1 x 125kW Kohler 125EFOZD
Freshwater capacity: 3,038 U.S. gallons

Owner and guests: 12
Crew: 11
Construction: GRP hull,
 aluminum superstructure
Classification: ABS + A1 (E)
 Commercial Yachting Service, + AMS
Naval architecture: Benetti

Exterior styling: Benetti
Interior design: Benetti/owner
Builder/year:
 Benetti/2015
 Livorno, Italy
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 w: www.benettiyachts.it

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(4) AUDIENCE

No, women were disturbed over
sorry it that minute matter,
let's get it to the test, it was
I'm now going to show a
body, here is the million
but it also a moment with the
husband. I'm going to make
vision entirely at random.





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Photographed on Parsifal III

One of the fastest Perini Navi yachts afloat, this 177-foot aluminum ketch has serious sailing tech — a light, fast hull with a fixed bulb keel, plus carbon fiber masts and in-boom furling that support about 21,000 square feet of sail. But she's also exceptionally luxurious for a sailing yacht, with a chic, masculine interior by Rémi Tessier featuring ebony, wengé and stainless steel.

The full-beam master suite is a particular highlight, with direct private access to the enormous swim platform. The sprawling exterior decks feature luxuries more commonly found on a motor yacht, such as a spa pool, plunge pool, full bar, barbecue and dining areas for 12 people. She is available for charter in the Mediterranean (summer) and Caribbean (winter). Visit camperandnicholsons.com.



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SPIRITED AWAY

*Dominator's new 800 is as aggressive as she looks,
except inside where she is all Zen and luxury.*

Words - Dag Pike and Cecile Gauert

Photography - Dominator Design & Development AG

A quick look at the two first yachts delivered in Dominator's new 800 "custom fly" is deceiving. They may look alike, purposeful, aggressive, but their differences run deep. The first, named *Golden 3*, was built in close cooperation with Dominator's dealer in the Americas, YachtBrasil, for a U.S. resident who cruises extensively in The Bahamas. She opted for shafts, props and V-drive transmission for ease of service in more remote areas. Hull No. 2, named *Dolly*, was built for an owner from the Middle East interested in exploring the new technology the builder was planning to implement on its Ilumen project, and it's the first motor yacht to have German gearbox manufacturer Reintjes' Fortjes 4000 pod system.

Both yachts started with a proven hull based on the previous Dominator 780. The Dominator shipyard uses vacuum infusion to laminate its hulls and has now added carbon fiber to the mix, in part to achieve lighter weight and better performance. As a result, a pair of 1,800-hp MAN diesel engines powers the Dominator 800. Most comparably sized motor yachts would require more horsepower to achieve similar results and their builders usually opt for engines from the more powerful MTU 2000 series. The top speed of *Golden 3* with the conventional propellers is around 33 knots and *Dolly* can reach 35 knots.

The slightly higher top speed achieved by the second hull is mostly attributed to the pod propulsion system's thrust efficiency, but it's also worth noting that the yard used slightly different construction materials for the hull (sandwich) and deck (carbon composite). Each Fortjes pod is fitted with two contra-rotating

propellers. The thrust they produce is parallel to the hull bottom rather than at a slight downward angle, as is the case with a conventional shaft and propeller system; therefore, all the energy goes in the right direction. Popped right into the hull bottom, the pods are compact, which has allowed the builder to gain about three feet of accommodation space. Another nice feature is that the gearbox has a variable time engagement clutch, which makes for very smooth maneuvering.

Keeping a yacht upright and not rolling or pitching also helps the efficiency; this is where the advanced stabilization systems come in. *Dolly* has two such systems installed. Two Seakeeper 9 gyro stabilizers do a great job of keeping the boat level at lower speeds. Once the speed rises above about 12 knots, the Humphree interceptor system takes effect. Interceptors alter the hull trim much like flaps do, but they are faster acting. Sensors detect when the hull starts to move and necessary corrections occur in real time. The result is quite dramatic in the sea trial with noticeably reduced pitching into the head sea.

Beyond the comfort it offers, the yacht is stylish and sporty. The shape is clean and tidy with only large windows interrupting the smooth flow of the hull lines. The superstructure towers above with a full-length hardtop in carbon fiber dominating the scene. Italian designer Alberto Mancini worked with the yard on the powerful and impressive profile.

Around the deck, it is the detailing that catches the eye. Beautifully engineered stainless steel hinges support the side gates and on the flybridge, the drains have stainless steel covers with the Dominator trident logo cut out. The anchor capstan and

chain are hidden away behind gratings on the foredeck and all fittings appear to be very high quality.

On the foredeck, there is an optional spa pool covered by a sunbed, and a curved settee and matching table for evening drinks. Aft on the main deck, a spacious table is the perfect spot for al fresco dining, and there is a further option on the flybridge where a large center panel in the hard top can open, offering either sun or shade. All of the decks are covered in beautifully crafted teak to give a truly nautical look.

The 800 is very impressive from the outside but walk through the salon doors and you enter a world of true peace and calm. Dominator also worked with Mancini on the interior layout and design, but each owner adds a different touch. These two first yachts in the series have different layouts but both have a modern feel. It is low-key luxury with oak paneling and trim adding warmth and texture as a contrast for the low white settees and glass tables. The floors are wood and the large windows allow a great outside view. The lounge area occupies the aft section while the forward area is divided between the galley and dining area, though each hull uses this space differently.

The whole helm is raised and given over to the control and navigation of the yacht. The wheel is offset away from the helm seat on the basis that you stand at the wheel when maneuvering and use the autopilot when seated on passage. The dash has the usual three-screen display for navigation and monitoring, based mainly on Raymarine equipment, plus small control panels that are used for all the auxiliary systems on board. A dramatic full-width windscreen with no mullions splitting it offers a great view ahead. The tradeoff for this single-pane windshield is thicker mullions on the sides, where the views are inevitably more restricted.

Below, all is peaceful luxury. The staterooms are a real haven of rest with the same low-key décor as in the salon but with more wood in evidence. There is the usual four-stateroom layout on both hulls with two twins and two doubles, which are all en suite with quality stone widely used in the bathrooms. The master suite located amidships has large hull windows that allow a marvelous view of the outside world from the bed. The crew quarters are aft of the engine compartment with access via the hi-lo swim and tender platform.

Dominator says that it does not build production yachts and comparing the two first 800s is proof. Naturally, the interiors differ in the material choices and the layouts but there is nothing that unusual about this nowadays, even in an 80-footer. What is much more interesting are the changes the builder is willing and able to make to comply with requirements of owners in different regions of the world, and it does not stop with the Asea AC15 shore converter, or even the stabilization system. Propulsion will continue to be a matter of choice because no boaters are created equal.

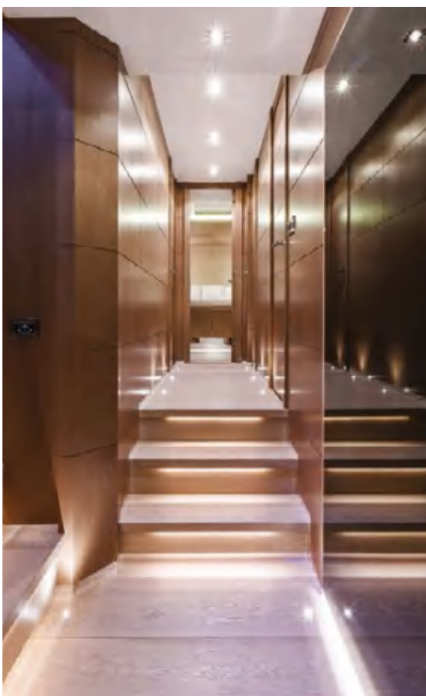
Vive la difference! ■

Dolly, the second Dominator 800, is shown here. Her modern lux interior belies her ability to reach exhilarating speeds.

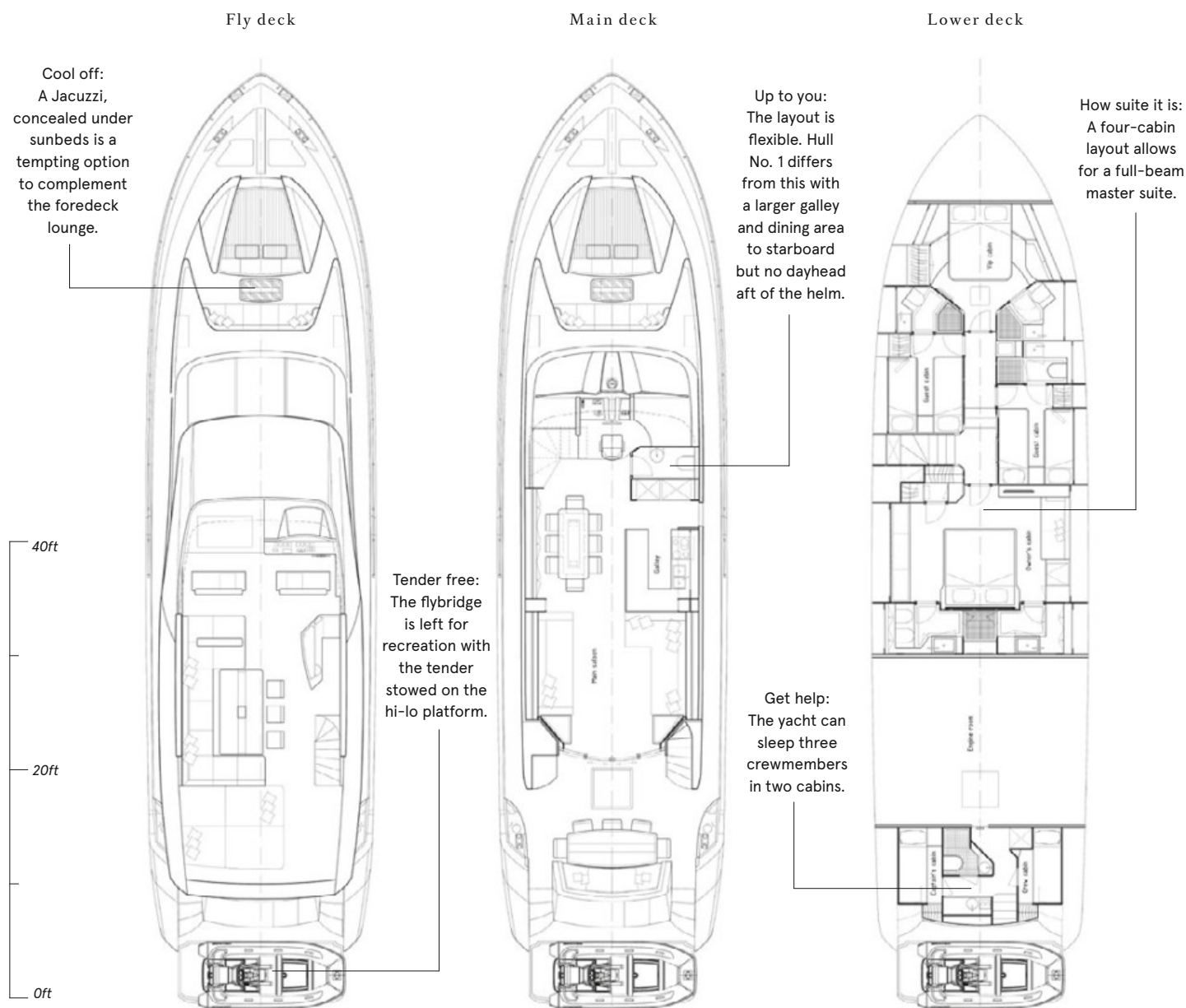




*The 800 is very impressive
from the outside, but walk through
the salon doors and you enter a world
of true peace and calm.*



Dolly – Dominator Yachts



Hull No. 2 – Dolly
(where Hull No. 1 differs is noted)
LOA: 80' (24.5m)
LWL: 63' (19.2m)
Beam: 19' 7" (6m)
Draft: 5' 9" (1.8m)
(Hull No. 1: 7' 3" (2.2m) under props)
Displacement: 62 tonnes lightship
Power: 2 x 1,800-hp MAN V12
Propulsion: Reintjes Fortjes 4000 Pods
(Hull No. 1: 2 x NiBrul 5-blade props)

Speed (max/cruise): 35/24-25 knots
(Hull No. 1: 33/26 knots)
Range: Approx. 390 nm @ 24-25 knots
(Hull No. 1: 400 nm @ 26 knots)
Fuel capacity: 1,902 U.S. gallons
Freshwater capacity: 358 U.S. gallons
Stabilizers: 2 x Seakeeper Gyro 9, Humphree Interceptors
(Hull No. 1: 2 x Seakeeper Gyro 9, fins)
Generators: 22.5kW Onan Cummins
(Hull No. 1: 27kW Onan Cummins)

Owner and guests: 8
Crew: 3
Tender: Williams 385, owner supplied
Construction: GRP
Classification: CE Mark – Category A
Naval architecture: Dominator Yachts
Exterior styling: Dominator Yachts/Alberto Mancini

Interior design: Alberto Mancini/owner
Builder: Dominator Yachts Vienna, Austria
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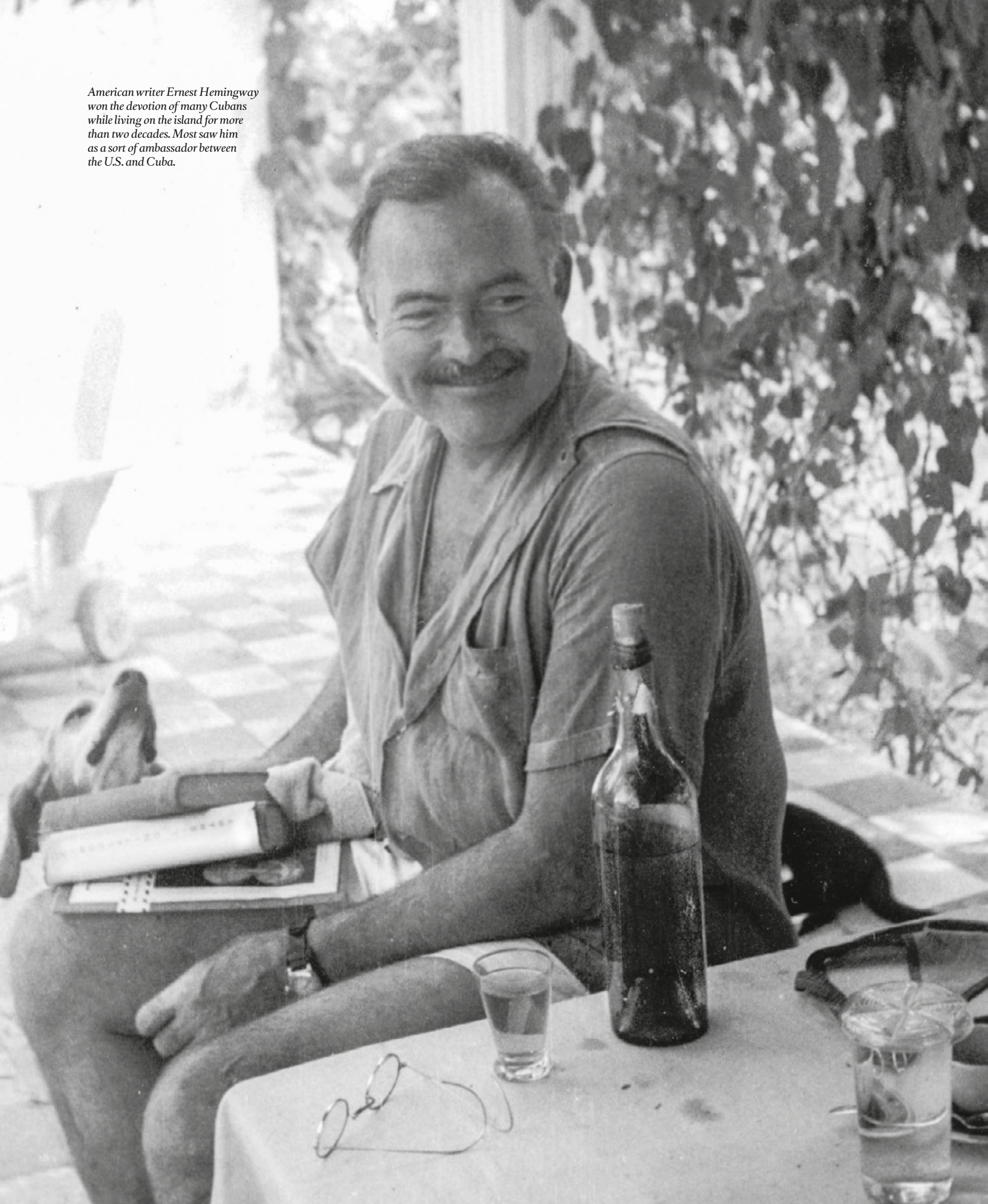
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American writer Ernest Hemingway won the devotion of many Cubans while living on the island for more than two decades. Most saw him as a sort of ambassador between the U.S. and Cuba.



CUBA

AT THE CROSSROADS

*A Hemingway returns to Cuba, continuing his grandfather's legacy
in bridging a political divide between neighbors.*

Words – John Hemingway

When we left the sun was just coming up over the Gulf Stream. At half past six, we were on our way to Havana and doing it legally as an American-flagged vessel for the first time in more than 50 years. It was May 2015 and our group of 12 fishing boats had finally received authorization from the U.S. Treasury Department to make what had always been up until the Cuban revolution a supremely no-hassle, no-brainer trip across the Florida Straits. Our destination that day was the 65th Hemingway International Billfish Tournament and we were retracing the same route that my grandfather, Ernest Hemingway, had taken hundreds of times as a young man in the 1930s. Leaving Key West in *Pilar*, his modified 38-foot Wheeler Playmate, he would arrive eight to 10 hours later in Havana Harbor or Cojimar, where he'd see someone from immigration – or perhaps not, depending on when he got there – and then head off to his favorite hotel, the Ambos Mundos, or his favorite bar, La Bodeguita del Medio, for a quick mojito.

This was my second trip to Cuba, and as a Hemingway what surprised me the most on my first visit in September

2014 wasn't the crumbling architecture in the older parts of Havana, nor the antique Fords or Chevrolets used as private taxis. I'd seen the cars in plenty of photographs, and while the buildings were certainly impressive in their state of near absolute disrepair, what amazed me the most about this island was the enduring presence of my grandfather. It was as if he'd somehow captured a part of their collective soul

or they had captured his. I have been to many of the countries where he lived, fought, wrote or played but I have never seen anything quite like the devotion the Cubans have for Ernest Hemingway. They see him in a very apolitical way, almost as if he was an ambassador, a bridge between the two countries. He was a North American writer, but someone who they consider one of their own. He lived on the island for more than 20 years and the book that probably won him the Nobel Prize is about a very old and poor Cuban fisherman

who heroically fights a giant marlin and sharks for days out in the Gulf Stream with nothing but a hand line, an oar and his small wooden boat. It is a deceptively simple story. A book that you can finish in an afternoon but the dignity in defeat that *The Old Man and the Sea* portrays is an



John Hemingway

enormous tribute to the Cuban people and one, apparently, that they haven't forgotten.

Like my grandfather, I have been deep sea fishing all my life. I was born and raised in Miami and my father was taking me out to fish marlin and tuna in the Gulf Stream almost before I could even walk. The "undersea river," as my grandfather called it, is something that runs as much in my blood as it did in his. But the Gulf Stream is no longer what it once was. Because of pollution, habitat destruction and overfishing, it is much more difficult to land a blue marlin as big as the one Santiago catches in my grandfather's novel. Thinking that I might be able to contribute toward a solution to this problem, I accepted the invitation of Jeffrey Boutwell (a scientist and specialist in Latin American issues) to travel to Cuba last September with a group of marine biologists and International Game Fish Association board members who believe that overfishing and pollution can't be solved from only our side of the river. We reached out to the Cubans to see what they were doing and assess how we could, in spite of all the bad political blood, cooperate to preserve the marine environment of the Florida Straits, an ecosystem that we feel unites more than it divides us.

We had some interesting discussions at the Marine Research Center of the University of Havana. Because of the U.S. trade embargo, the marine biologists there had not been able to share their research data with the international community as much as they would have liked. We also talked about using circle hooks in fishing (which are easier to remove) and satellite tags for research. Circle hooks were no problem they told us, but satellite tags might get some people in the capital suspicious, precisely because of the word "satellite." They said that it would be a "hard sell."

Politics, in fact, is never too far from anything in Cuba. That first trip to the island was a case in point. There were no afternoons at the beach or tourism of any kind. That, for Americans, was strictly prohibited by the U.S. trade embargo. What we were allowed to do was take part in educational tours that were carefully

scripted by the American tour operator and the Cuban government. Which meant, for example, that if the flood gates of capitalism had been opened an inch or two by the Cuban government then we were taken to see some of these new companies, usually *paladares* (privately owned restaurants). But if a faction of hard-liners in the government wanted us to understand that they still had their grievances against Yankee imperialists, then we were taken to the National Literacy Museum to hear about how the Castro regime had wiped out illiteracy on the island in the first few years of the revolution and how the U.S. government was still the enemy of the people. I

can still remember how serious the museum director was as we watched a film detailing the successes of that campaign in eliminating illiteracy and keeping the Americans at bay. Personally, I am all in favor of everyone being able to read and I think what was done to help the illiterate on the island was noble and just. However, I was born after the events that led to the revolution and I do not approve of nor did I help create the Helms-Burton Act that legally enshrines the U.S. embargo in federal law. By the end of that film I'd had my fill of the literacy museum and I hurried out of the building as fast as I politely could. But then a strange thing happened.

The tour guide came on the bus and said, "John, could you come back out for a second? The director of the museum found out that you're related to Hemingway and she wants to have her picture taken with you." I thought to myself, Don Ernesto strikes again. My passport is American but because I am Ernest Hemingway's grandson, all was forgiven. She told me that she was a great admirer of my grandfather's work and that it was a tremendous honor for her to have me at the museum. I diplomatically kept my opinions regarding the film to myself and told her that it was a pleasure meeting her. She was just doing her job I realized and there was nothing like Ernest when it came to breaking down political barriers.

I was learning that not everything is what it appears to be in Havana. People could have many identities, jobs or even families. In one of the *paladares* where we dined during my first visit to the island, I remember speaking to the doorman, Javier, a young man in his late 20s who said



Mojitos were and still are the drink of choice in Cuba. Ernest Hemingway drank his at La Bodeguita del Medio (circle).



What amazed me the most about this island was the enduring presence of my grandfather. It was as if he'd somehow captured a part of their collective soul or they had captured his.

that his dream was to some day work as a waiter. And why was that, I asked. Because that, he explained, was where the real money was to be made. The waiters, just in their tips alone, made as much if not more in one night than what he earned in an entire month at his day job. He was a clinical psychologist at a city hospital and took home about \$35 a month. I remember saying something to the extent that his situation was surreal and that in the United States, a man with his education and training would be making at least \$100,000 a year. The U.S., he politely told me, was another universe. "Here we are in Cuba," he said, "and there isn't much you can do about the old system, but things are changing." Which is true, I thought.

Since President Barack Obama's announcement on December 17, 2014, that the U.S. government was going to change its course on Cuba and initiate diplomatic relations with the island, there is a different mood in the streets of Havana. The excitement and feeling that this time there is no turning back is palpable — the Cold War is over. There is no sense, most people tell me, in not dealing with the

Hemingway's grandson John notes that in Cuba's diverse culture people can have many identities and jobs.



Hemingway sailed on Pilar from Key West to Cuba in the 1930s



With restrictions easing, the Finca Vigia Foundation will be sending building supplies to Cuba to restore Hemingway's home (top left); it's the first major export to the island from the U.S. Many Cubans support having greater ties with the U.S.

Cubans, especially when communist China is one of our biggest trading partners. There are, of course, the usual die-hards in Miami who will never accept a U.S. rapprochement with the Cubans. But the demographics of the Cuban population in Florida have shifted and a majority now supports greater U.S. ties with Cuba, especially in the 40 and younger age group.

Cuba has a lot to offer the United States – a young, well-educated population, an avant-garde pharmaceutical industry, pristine coral reefs and an amazingly diverse culture – but wants to offer it on its own terms. This is a country that takes its sovereignty very seriously. Once I started to read its history, I began to understand why. For 400 years it was a colony of Spain and then, when it finally managed to gain its independence after the Spanish-American War of 1898, it became a de facto protectorate of the United States. The U.S. retained the right to intervene in Cuban politics and to keep an eye on its finances. Certainly there was a positive side to this relationship. The Cuban standard of living was high, but it came at a steep price. It wasn't long before the American Mafia moved in buying up hotels and casinos, and the new republic was viewed globally more as a debauched playground for the rich than as a country with its own history, culture and literature. Even my grandfather complained to U.S. diplomats at the American Embassy in Havana that it was a big mistake to recognize the Batista government when it came to power through a *coup d'état* in 1952. Batista had aligned himself with the wealthiest percentage of the population and negotiated lucrative contracts with the Mafia that ran the drug and prostitution rackets in the capital.

That the United States benefitted enormously from the Batista regime was evident to many, including the young senator from Massachusetts, John Kennedy. When running for the presidency in 1960, he said, "At the beginning of 1959, United States companies owned about forty percent of the Cuban sugar lands, almost all the cattle ranches, ninety percent of the mines and mineral concessions, eighty percent of the utilities, practically all the oil industry and supplied two-thirds of Cuba's imports."

But even more surprising was what Kennedy had to say on the subject just three weeks before he was assassinated. "I believe that there is no country in the world...including any and all the countries under colonial domination, where economic colonization, humiliation and exploitation were worse than in Cuba, in part owing to my country's policies during the Batista regime. ...I approved the proclamation which Fidel Castro made in the Sierra Maestra, when he justifiably called for justice and especially yearned to rid Cuba of corruption. I will even go further: To some extent it is as though Batista was the incarnation of a number of sins on the part of the United States. Now we shall have to pay for those sins. In the matter of the Batista regime, I am in agreement with the first Cuban revolutionaries.

That is perfectly clear."

My hope, and I am sure that my grandfather would have agreed, is that we have finally paid for those sins of more than half a century ago and that we can now move on to live in an age in which Cuba and the United States will treat each other with respect and as equals. Fortunately, there are many signs that this might just be that turning point in history.

The recent announcement by the Finca Vigia Foundation (formerly the Hemingway Preservation

Foundation) is one such sign and very good news. Nearly \$900,000 in building supplies will be shipped to Cuba to create a state-of-the-art facility to house and protect the deteriorating papers and photographs at my grandfather's house. It is the first major export of construction materials to the island from the U.S. since President Obama's December announcement. The Foundation had been talking for years with the Cuban National Cultural Heritage Council, which runs the house, about the best way to do this. The problem, of course, was never the money. The Foundation had raised it a long time ago. The problem was political, how to get around the embargo. It's a fitting tribute to a man who was and remains a bridge of humanity and dignity between the United States and Cuba. ■



BEGINNER'S LUCK

*Elena's owner certainly picked the right first boat,
a World Superyacht Award winner delivered
in less than two months.*

Words – Brendan Lewis

Photography – Emilio Bianchi







Shipyards take their chances when starting a speculative build. Get it right and owners are lured by short waiting times and attractive pricing; get it wrong, and you're left with an unsold boat, aging by the day and losing value. In this instance, Heesen got it right, but only just. In April 2014, the 153-foot hull known then as Project Margarita was merely weeks away from completion at the yard's facility in Oss in The Netherlands. She wasn't named because she didn't have an owner, but then a customer visited the shipyard.

"He was looking for a thirty-seven or a forty-meter," recalls Mark Cavendish, Heesen's sales director. "But we also showed him Project Margarita and explained that she was available and nearly ready. He had a look, and then said he'd take her." The agreement was signed in May 2014, and by July, the yacht was cruising in Norwegian waters with her new owner and his young family. August was spent in the Mediterranean, and in September, she took her place at the Quai des États-Unis for the 2014 Monaco Yacht Show. She had a name: *Elena*.

The 10th in Heesen's successful 47-meter displacement class, *Elena* is a five-cabin yacht with berths for up to 12 guests and 10 crew. A pair of hefty, 4,000 series MTUs give her a maximum speed of 15 knots, and with a 50-tonne fuel capacity her cruising range is said to be 4,000 nautical miles. She is built for going places.

Her captain, Mario Merl, an Austrian veteran of some 14 years service on sail and power superyachts from Italy, Holland and Scandinavia, is full of praise for the yacht. On the foredeck, he points to the excellent layout, deep, secure bulwarks and the vast stowage area in the forecabin, complete with workbench. "The guys really like that," he says. Down in the beautifully engineered machinery space, he singles out the excellent power management system, while forward on the lower deck, he remarks on how spacious and comfortable the new MLC 2006 regulations have made the crew accommodations.

Despite the last-minute sale, building such a large and expensive yacht – *Elena's* asking price was €28 million – is not the gamble

Omega Architects resisted playing it too safe with the interior décor, using traditional forms and materials to create a contemporary ambiance. Above left: The dining room has a forest theme; the upper salon (below) features an overhead of LED stars. Opposite: Elena has close to 2,000 square feet of deck spaces.



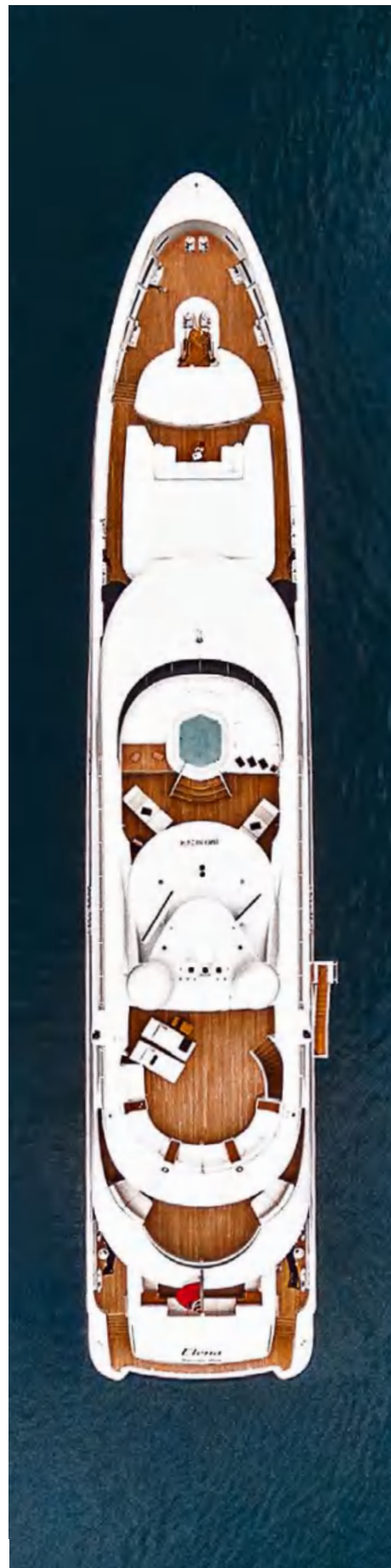


Above and below: The informal dining area with bar is tucked under the sun deck radar arch while ample spaces for sunning are fore and aft.





Much of Elena's décor seems to spring from the natural world (above and right), while the master suite (bottom) is inspired by a pond.





it might seem, according to Cavendish. "It's something we do quite regularly," he says. "Clients who might be wary of embarking on a three-year build program, starting with nothing, are often prepared to come in with a year to go, when the yacht is well on toward completion. It's the shipyard taking the risk instead of the customer."

In *Elena's* case that risk extended into an area that the shipyard doesn't usually have to worry about: interior design and finishing. "There is always the possibility of getting it wrong," Cavendish admits, "and producing an interior which might be too modern for the style of yacht, or too traditional." He cites the example of the fast 164-foot *Monaco Wolf*, also exhibited at last year's Monaco show, as a yacht that suited a modern, minimalist interior. For the steel-hulled *Elena* they felt that something more traditional was in order. Heesen entrusted the project to Frank Laupman's Omega Architects.

"Having no owner to talk to definitely makes the job harder," says Laupman. "There was no detailed brief. So we set out to create a relaxing environment, with traditional forms and materials, in a contemporary ambience."

The studio's well-known use of a visual "horizon" came into play: dark tones like stained walnut and emperador marble below the line, and above it the brighter hues of light-stained oak, travertine and cream or off-white leathers and fabrics.

Acutely conscious of the fact that he was designing a boat not for one owner but for dozens of potential owners, Laupman was alert to the possibility that his team could get so caught up in creating an interior with the broadest possible appeal that they'd end up with something bland. "Of course, we worried about being too safe," he says. "So we tried to follow the shipyard style, but also to make it twenty to thirty percent different. You can't just drive down the



Above: The cocktail bar at the far end of the upper salon offers a convivial space. Top: The main salon benefits from a visual "horizon" of darker stained walnut contrasting with a lighter palette above.

“

With design, you can't just drive down the middle of the road – sometimes you have to go out to the edge.

”

middle of the road – sometimes you have to go out to the edge. And we talked a lot among the design team, listening to all different points of view to arrive at a balance.”

There might have been no owners to lend their personality to the project, but according to Laupman, the character of the Heesen shipyard was itself a source of inspiration. “Heesen has its own style and attracts people who know that style,” he suggests. “Once you work with two or three customers, it becomes intuitive.”

This gave confidence to the final design – enough certainly to impress the World Superyacht Award judges, who awarded the yacht a Neptune in Amsterdam in May in the category of displacement yacht of less than 500 gross tons, 44 meters and above. The judges’ comments showed that *Elena* was an all-around favorite, thanks to her well-balanced and extremely pleasant living areas for the owner and guests, both on deck and inside, and the crew’s comfortable living and service facilities. Particularly admired were the sun deck and the spacious master suite.

Areas of the accommodations are strongly themed: The dining salon is a forest, the owner’s stateroom is inspired by the idea of a pond and the earth tones of the guest suites contrast with the warmth and vibrancy of colored upholstery and accessories. The design team chose the furnishings from a variety of suppliers such as Bergers and Pehl, with lighting fixtures by Cantalupi and Porta Romana, among others. There are numerous fabric designs from the likes of Fadini Borghi, Rubelli and Zimmer + Rohde. Engaging details lend the yacht a personality of her own, for example, LED “starlight” in the upper salon overhead, occasional tables with twig-like design and the “tree of life” symbolism in the owner’s bathroom.

The yacht’s sea trials took place in a pretty stern North Sea, her captain recalls. *Elena* gave him not a moment’s concern, he says. She operates purely as a private yacht, and even though she is her owner’s first, she racked up an impressive 5,600 miles of cruising in her maiden season.

Many owners enjoy the process of building their superyacht, meeting engineers and designers and thriving on the pressures of decision-making. Some even admit to becoming serial yacht builders, selling completed projects so they could get started on the next one. But *Elena*’s owner is clearly more interested in using his yacht than building one, cruising widely, visiting far-flung anchorages and putting her to work doing exactly the job for which she was designed. Far from being a speculative venture, you might almost imagine she was built especially for him. ■

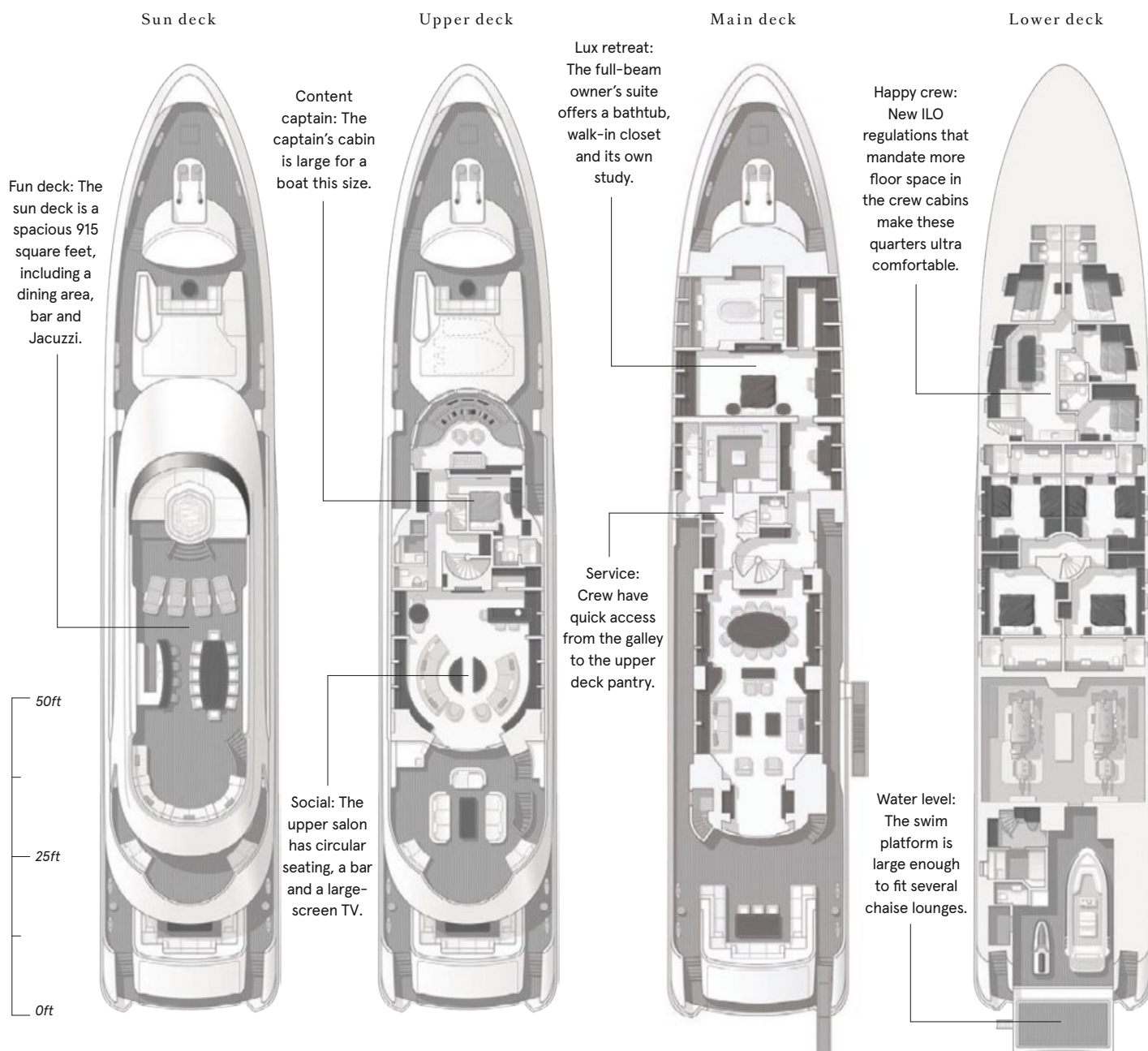




Looking for a yacht around 120 to 130 feet, the owner instead found himself in possession of a 153-footer with a 4,000-nautical mile range. Elena can really go places in comfort and style.



Elena – Heesen Yachts



LOA: 153' 2" (46.7m)
LWL: 131' 2" (40m)
Beam: 27' 9" (8.5m)
Draft: 10' (3.1m)
Displacement (half load):
 400 tonnes
Gross tonnage: 499 GT

Power: 2 x 1,341-hp
 MTU 8V 4000 M63
Speed (max/cruise):
 15/12 knots
Range: 4,000 nm
 @ 12 knots
Stabilizers: Naiad 621
 zero-speed fin

Generators:
 2 x 99kW Kilo-Pak
Fuel capacity:
 15,850 U.S. gallons
Freshwater capacity:
 5,283 U.S. gallons
Owner and guests: 10
Crew: 10

Tender: 20' Castoldi Jet
Construction:
 Steel/aluminum
Classification:
 Lloyd's #100A1 SSC YACHT
 #LMC; MCA LY2 compliant
Naval architecture:
 Heesen Yachts

Exterior styling:
 Omega Architects
Interior design:
 Omega Architects
Builder/year: Heesen/2014
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POWER HUNGRY

*If the big boat feels a bit slow for you,
fast forward to the great things happening
in the world of center consoles.*

Words – Marilyn DeMartini

Power, for a lack of better word, is back. Is it due to the lower cost of fuel? Is it a reaction to the belt-tightening days of the past few years? Or a beg-to-differ attitude brought on by Elon Musk's quiet electric Tesla? For whatever reason, the speed gene that seems to have inhabited American boaters since the days of Chris Smith and Gar Wood is back, with a vengeance. It's an easy trend to spot, too, as American boaters are clamoring for outboard engines – the showier the better.

Chris-Craft is one company who answered the call.

The Florida-based builder of powerful elegant cruisers recently added to its line a triple Yamaha- or Mercury-powered version of its Launch 36, first shown with inboard engines, and offers its largest center console yet, the Catalina 34, with triple 300-hp Mercury Verados or Yamahas.

Twin engines are still common, but triple, quadruple and even five-engine configurations have become *de rigueur* – although there's a limit to how many outboards even a big center console's transom can support. Cigarette Racing Team's tongue-in-cheek ad,



posted beside its 42-foot Huntress with five Mercury Racing 400R outboards, says it all: "Why five? Because six wouldn't fit."

So, what's a power addict to do? Find bigger, meaner, faster engines, of course. And, as it so happens, engine manufacturers apparently have anticipated that demand.

Heads of Seven Marine, Rick Davis (formerly of Mercury Marine) and sons Brian and Eric, spotted an imminent convergence of high-performance outboards, higher-end sportfish boats and classic V-bottoms. "Big sportfish customers told us they were leaning toward the top-end center consoles," says Brian Davis, Seven Marine vice president. "We put our bets on that market and set out to deliver more horsepower, torque and durability," he says.

If engines could power large SUVs, why not big center consoles? The Davises approached General Motors to build a non-racing engine that would suit the fast-growing needs of this market. They zeroed in on the compact, lighter-weight Cadillac 6.2L block as a base for a marine engine that delivers three boaters' essentials: high performance, durability and good looks.

Seven Marine rocked the outboard world five years ago with a 557-hp engine, at the time the most powerful outboard available. Now it has outdone itself, starting production on a 627-hp version of its GM LSA aluminum block, supercharged, fuel-injected V8. The higher horsepower comes with integrated LED lights in its colorful cowl.

"For years, Mercury was black, Yamaha was gray; we were newer and wanted to be fresher," says Davis, adding that power enthusiasts tend to hunger for innovation and excitement.

Powerful, maneuverable, comfortable cars are also fueling the demand for better boats. "[Customers] want the same performance they experience in a car in their boat," says Rick Mackie, senior marketing manager of engine maker Mercury Racing. A recent addition to Mercury's engine line is the new 400R as part of the Wisconsin company's Verado 4-stroke outboard line. The 400R's beefier components include a sealed, waterproof induction system, Sport Master gear case for protection and handling and water-cooled supercharger. To enhance handling and responsiveness, the engines come with electrohydraulic power steering and digital throttle by SmartCraft.

There's even crossover from the offshore crowd for whom triple-digit performance is the end goal, no matter the cost. One of the personalities driving powerboating into high gear for many years was Reggie Fountain (see next page). The one-time racer and head of performance boatbuilder Fountain Powerboats lent his speed expertise to South Carolina builder Scout Boats, which unveiled its biggest and most powerful center console to date in Miami last winter.

Take a look at the recent show of power.



62
MPH



CHRIS-CRAFT CATALINA 34

LOA: 34'

BEAM: 10' 10"

DRY WEIGHT: 12,500 lbs.
with triple Yamaha 4-strokes

FUEL CAPACITY: 300 gallons

ACCOMMODATIONS:
Cabin with berth, head
and transom shower

70
MPH

SCOUT MASTER

If you had big engines, wouldn't you want to show them off? The owner of the new Scout 420 LXF, built as a powerful and big fishing tender, did. Ferrari red on the four Yamaha 350-hp engines really pops against the custom-painted black hull. These 350s bring the Scout flagship to 70 mph, while Yamaha V6 300s take the epoxy-infused double step hull to cruising speeds in the 40- to 60-mph range.

But power and speed are not the only goals. The new Scout flagship sports a portside, hinged boarding platform with a retractable ladder to simplify watersports, a head, shower and full galley and is fully equipped for fishing with large storage and live wells. With Eco-Teak decks, Brisa marine-grade upholstery and a gyro stabilizer, the Scout lacks for nothing in creature comforts.

"We spend eight hours a day on this boat — it's not just a tender, it's a small yacht," says Captain Adam Lange Marani, who particularly appreciates the Garmin glass cockpit, joystick and bow thruster. He worked closely with Scout Boats' Stevie Potts, and it took three years to design and build this new 42-foot center console, the owner's third.

SCOUT 420 LXF

LOA: 42'

BEAM: 13' 1"

DRY WEIGHT: 19,100 lbs.
with quad Yamaha 350s

FUEL CAPACITY: 500 gallons

ACCOMMODATIONS:
Cabin with berth, galley,
head and shower



Fountain of Knowledge

Reggie Fountain Jr. is retired from boating. Mostly. The founder of Fountain Powerboats, the subject of a recent documentary called the "King of Offshore," was shut out of his own company after he filed for bankruptcy in 2009. Mounting dealer debt in a collapsing financial market toppled his \$1 billion business.

Since then, the former racer and boatbuilder, whose trademark hair and big personality were ubiquitous on racing circuits for decades, has focused on his real estate investments in his native North Carolina — that was until a boat company came knocking.

Fountain has the speed gene. He was 12 when he had his first boat and 14 when he ran his first race. He became a lawyer but racing, fishing and boatbuilding

PHOTOGRAPH: SHAW MCCUTCHEON (TOP)



took over his life. He went full speed ahead with Fountain Powerboats in 1980, but returned to racing when he needed to attract attention to his company.

Among his famous clients was repeat Fountain center console customer George H. W. Bush. In typical form, Fountain, a hands-on CEO and gifted marketer, delivered the president's boats in person — in front of cameras. He broke and set multiple records, including a V-bottom Kilo record of 171.88 mph in 2004 with racing partner Ben Robertson. (Longtime rival Outerlimits recently overtook that record.)

"I worked seven days a week my whole life," Fountain says. "When Ben Robertson told me about some nice guys who were building boats in South Carolina and needed some help, I went to see them," he says.

Those "nice guys" were Steve and Stevie Potts, the

father and son team behind South Carolina-based Scout Boats. Stevie was building the company's new flagship, a 42-foot luxury center console tender (pictured above) for a longtime customer and yacht owner and, though the boat was looking great, Stevie wasn't entirely happy with its handling or speed.

Fountain, meanwhile, had spent the better part of his life tweaking running lines and boat bottoms. "Reggie has forgotten more than most builders will ever know," says Scott Shogren, who keeps the first 1981 33-foot Fountain Powerboat as a showpiece in his dealership, Shogren Performance Marine. "He took speed and efficiency to a new level and worked magic at using less horsepower for more speed. His boats just worked."

Fountain even beat Don Aronow, who was then

enjoying great success with Cigarette, at his own game by modifying a boat built by Excalibur in Florida. Speed, though, was never Fountain's only goal. "I always wanted to build the fastest, safest, best handling boats in the world," he says.

That suited Stevie Potts just fine. "We like speed, but it wasn't our main focus; we wanted an efficiently running hull with a good running surface. Reggie had been doing this for so long, he helped me with a lot of little things — tricks to get rid of the suction and change the bow rise."

Fountain says the younger Potts was a "good listener" and after their collaboration, the Scout went from 62 to 70 mph and got on plane quicker.

Fountain may be retired, but he still seems to have a couple of tricks up his sleeve, at least for "nice guys."



70
MPH

HYDRASPORTS 5300 SUEÑOS

LOA: 52' 11"

BEAM: 13'

DRY WEIGHT:
28,323 lbs.
with quad Seven
Marine 557s

FUEL CAPACITY:
1,000 gallons

ACCOMMODATIONS:
Cabin with berth,
galley, head and
shower

TOUGHING IT WITHOUT ROUGHING IT

On the floor of the convention center at the Miami boat show, the 53-foot HydraSports Sueños literally glowed, its four Seven Marine 557-hp outboards and custom interior bathed in ethereal blue, a dreamy but unexpected choice for such a tough and large center console.

Built in composite using combatant craft technology developed for the U.S. Navy, this craft received a "mil-tough" rating, which it shares with makers of ballistic-resistant composite panels.

It runs in the high 60s, a speed at which six passengers comfortably seated in two rows of automotive-styled bolsters can enjoy comfortably. Additional seating is found on the sizeable aft deck, equipped with a bar, cutting table sink, see-through live wells and large coolers. Lounge seating on the bow overlooks a hydraulically operated table.

The company plans to build 12 of these big center consoles per year and moving forward, the transom and rigging will accommodate Seven Marine's new 627-hp engines, four Yamaha F-350s, five Mercury 400Rs or inboard engines.



Sir Richard Branson (below right) makes a splash on a Cigarette boat.

CIGARETTE 42 HUNTRESS

LOA: 42'

BEAM: 11' 9"

DRY WEIGHT: 20,000 lbs. with
5 Mercury Racing 400Rs

FUEL CAPACITY: 500 gallons

ACCOMMODATIONS:
Cabin with berth, mini-galley,
head and shower

HEAVY HITTER

Remember those quint engines? Cigarette, an icon of go fast since Don Aronow gave birth to the die-hard brand in 1969, never says no when it comes to new power. The first 42-foot Huntress performance center console was launched in 2006 with five Mercury Racing 350 Verado engines. Its latest sports five of the new Mercury Racing 400R outboards. Never claiming to be lightweight in its fiberglass construction, Cigarette finds that the new engines improve the big boat's handling, especially when it is loaded with people and fuel.

The 400Rs have increased the speed of this luxurious day boat to around 80 mph. The 42-foot Huntress comes equipped with entertainment system, air conditioning, a full berth, stand-up head and shower and mini-galley. Exotic wood finishes below and lush automotive upholstery above make the Huntress the top of Cigarette's food chain.



80
MPH



WHITE PARTY

The newest Schiada 43 is a luxurious offshore-inspired custom "super cruiser" that conceals its power under a hatch until you turn the key and hear that Mercury Racing sound. The recently delivered *Black Diamond* is a 43-foot boat that combines American muscle power and Italian sport cruiser-style luxury. Yacht designer Bill Prince assisted Lee Spindler, owner of the Southern California boutique builder Schiada, in creating this custom boat for a speed enthusiast from the Middle East.

"This is the most thoroughly engineered boat I've seen," says Prince, who calls the fiberglass and gelcoat finish "unparalleled" in its capture of real silver and crushed pearl in the topsides and boot stripes. Prince worked from the all-white inside out, extending the sensuous lines of the curved, sculptured interior design to the exterior. For instance, he replicated a triangular pattern etched into mirrors and the master bed's headboard throughout the boat.

The carbon fiber hardtop is a marvel of technology. Supported by wishbone-shaped mounds injected with resin, it's built to withstand 105 knots of airspeed and is so lightweight it can be removed if the boat is shipped. Its headliner contains 528 embedded fiber optic lights mimicking a starry night, which the boat's owner liked in the Rolls-Royce Phantom Drophead Coupe.

Gray Esthec decking with white caulking extends into the interior where a custom-designed wave pattern complements the shape of the sofa, settee, curved walls and cabinetry. Varied fabrics give the white interior texture, while Corian and sparkling lacquered cabinets enliven the full galley. In the head, a seamless, custom waterfall adds a sensual spa flair.

The engine room is finished to the same standard as the hull, which has a pearl boot stripe. The sunpad-covered hatch opens to port to reveal (just) two Mercury 700 CSI engines, vented with custom carbon fiber air intakes, although three engines can be fitted. Cruising speed is in the 60- to 70-mph range and top speed is around 90 mph.

90
MPH

SCHIADA 43

LOA: 43' 8"

BEAM: 9' 6"

DRY WEIGHT: 14,500 lbs.
with twin Mercury 700 SCis

FUEL CAPACITY: 340
gallons

ACCOMMODATIONS:
Cabin with berth, galley,
head and shower

SHOW BOAT

Midnight Express' latest creation is a marketing showpiece for Swiss watch manufacturer Ulysse Nardin. From her custom painted quad Seven Marine 557-hp GT engines to two watch winders embedded into the boat's glass cockpit dash, this 43-footer center console is an attention getter. And that, of course, is the whole idea for a marketing vehicle.

This is likely the most custom 43 Open center console Midnight Express has built yet. A motorcycle airbrush artist named Chris "Bones" Tolson painted watch gears on the dark blue hull. The Ulysse Nardin trademark gold and blue is carried inside with luxurious two-tone seats.

The extended carbon fiber T-top with integrated LED lighting offers sun protection and leaning posts for anglers, and the forward helm can transform into a six-person dinette table setting.

The anticipated cruising speeds around 70 mph and top speed of 100 mph will provide an enthralling trip when this boat hits the water. ☐

MIDNIGHT EXPRESS 43 OPEN

LOA: 43'

BEAM: 12' 6"

DRY WEIGHT: 17,500
lbs. with quad Seven
Marine 557s

FUEL CAPACITY:
450 gallons

ACCOMMODATIONS:
Cabin with berth,
head and shower

100
MPH





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► **RHINO** | 154' Admiral | **Guests:** 10 | **Staterooms:** 5 | **Crew:** 10
Cruising: St. Maarten / Virgin Islands | **From:** \$140,000/wk
37' Intrepid & 19' AB tenders, 4 jetskis, 2 SeaBobs, giant slide, WiFi. rhinoyacht.com



► **SWEET ESCAPE** | 130' Christensen | **Guests:** 10 | **Staterooms:** 5 | **Crew:** 8
Cruising: St. Maarten / Virgin Islands | **From:** \$95,000/wk
2 tenders, water slide, 2 jetskis, 2 SUPs, SCUBA, gym, WiFi. yachtsweetescape.com



► **W** | 40m Westport 2014 | **Guests:** 10 | **Staterooms:** 5 | **Crew:** 7
Cruising: St. Maarten / Virgin Islands | **From:** \$140,000/wk
30' Intrepid w/fishing, stabilizers at anchor, 4 SUPs, 2 jetskis. theyachtw.com



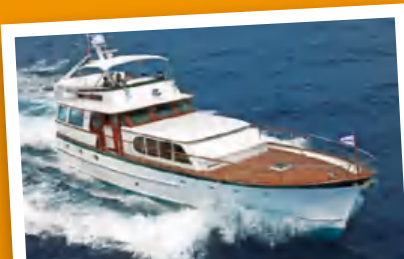
► **LADY J** | 142' Palmer Johnson | **Guests:** 10 | **Staterooms:** 5 | **Crew:** 9
Cruising: St. Maarten / Virgin Islands | **From:** \$99,000/wk
2 tenders, 2 jetskis, SUPs, WiFi, stabilizers at anchor. ladyjyachtcharters.com



► **ARIOSO** | 130' Westport | **Guests:** 10 | **Staterooms:** 5 | **Crew:** 7
Cruising: Grenadines / Virgin Islands | **From:** \$98,000/wk
30' Intrepid tender, fishing gear, stabilizers, 2 jetskis, 2 SUPs, WiFi. yachtarioso.com



► **CAMARINA ROYALE** | 115' Benetti Classic | **Guests:** 10 | **Staterooms:** 5 | **Crew:** 6
Cruising: British Virgin Islands | **From:** \$79,000/wk
28' Buddy Davis TT, 2 SeaDoos, towables, Jacuzzi, kayak. camarinaroyale.com



► **VICTORIAN ROSE** | 63' Burger
Guests: 4 | **Staterooms:** 2 | **Crew:** 2
Cruising: Caribbean | **From:** \$14,500/wk
Ideal family yacht. Lovingly restored. Competitively priced. charterbrochure.com/victorianrose



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Mahekal Beach Resort,
Playa del Carmen, Mexico

► Need a shore break while cruising Mexico's Riviera Maya? The Mahekal Beach Resort is your picture-perfect tropical oasis. The haven includes 122 thatched-roof bungalows, each with private terraces and siesta-inducing hammocks, along 800 feet of beautiful white-sand beach. Enjoy first-class service and flavorful Mexican cuisine at the resort's two restaurants while three outdoor bars offer some of the best beach cocktails — not to mention a tequila-tasting class. Indulge in an oceanside massage or unwind in either of the resort-style swimming pools, one with an infinity-edge and Jacuzzi. Fifth Avenue, a popular strip of trendy shops, sidewalk cafes and lively nightclubs, is just a block away, or plan an excursion to the ancient Mayan ruins at Tulum. Paradise awaits. — *Bonnie Schultz*

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MUST DIVE

On Bora Bora, dive Anau, a lagoon site also known as the "Manta Ballroom" for its regular encounters with these elegant creatures.



WHERE NEXT?

3 trending winter charter destinations

THE SOCIETY ISLANDS: Papeete to Bora Bora

Turning vanilla- and coconut-scented daydreams of blue lagoons and rain forest-clad mountains into reality may well be the world's best tonic for Northern Hemisphere winter doldrums. Begin your weeklong Society Islands therapy – we mean, adventure – on the largest of French Polynesia's 118 islands, Tahiti, where you'll board your charter yacht in capital Papeete and cruise west to Moorea, about 10 nautical miles away. Anchor in Cook's Bay and spend the next day paddleboarding above dazzling fish, snorkeling near ravenous stingrays and exploring the island's magnificent mountains via foot or 4x4.

From Moorea, cruise 75 nautical miles northwest to Huahine, known as the Garden Island and, according to Patricia Codere, Fraser Yachts charter manager in Fort Lauderdale, one of the archipelago's least touristy destinations. The deep lagoon surrounding its two islands is a playground for snorkelers and Jet Ski enthusiasts, and exploring Huahine's network of restored ancient royal sites with a local guide will intrigue the history and archeology buffs in your charter party.

Continuing west, you'll reach Raiatea (which means "faraway heaven"), the archipelago's second largest island and the most sacred in the South Pacific. Scuba dive the sea mounts, caverns, drop-offs and wrecks on the surrounding coral reef, which Raiatea shares with neighboring island Taha'a, then hike up to the Mount Temehani Plateau with a guide.

Heading north through Taha'a's sheltered waters, veer northwest toward Bora Bora, the most spectacular and romantic island of all. Mount Otemanu presides over this lush hibiscus- and palm-resplendent paradise, and the whisper of romance wafting through the air may lure you from the diving, shopping and hiking opportunities back to the private comforts of your yacht.



French Polynesia counts many orchid varieties; the most widely known is the Tahitian Vanilla.



SCENIC ROUTE

Explore Polynesia's only navigable river, the Faaroa (Raiatea), via paddleboard, kayak, tender or powered outrigger canoe, taking in its beautiful rain forest-lined banks.

CHOOSE YOUR RIDE



DOUCE FRANCE

► This Alumarine sailing catamaran comes with watersports toys, scuba diving equipment and a dive instructor to guide you on the reefs. Visit www.oceanindependence.com.

SIZE	PRICE/WEEK	GUESTS
138' 5"	€95,000	12



ASKARI

► Dance in the moonlit breeze on the vast upper deck of this steel-hulled Sermons classic, which calls French Polynesia home. Visit www.fraseryachts.com.

SIZE	PRICE/WEEK	GUESTS
107' 11"	\$75,000	10



TRIPLE SEVEN

► An innovative owner's suite, four guest cabins, water toys, mountain bikes and a cinema room are a few of this Nobiskrug's features. Visit www.burgessyachts.com.

SIZE	PRICE/WEEK	GUESTS
223' 1"	\$610,000	10-12



THRILL RIDE

Indulge in some white-knuckle fun by joining a white-water rafting adventure on the Naranjo River, which plummets from a coastal mountain range and travels through jungle gorges and past palm plantations and farmland near Manuel Antonio National Park.

COSTA RICA: *Gulf of Nicoya and South Pacific Coast*

MUST HIKE

The area around San Pedrillo Ranger Station, within biologically diverse Corcovado National Park, teems with wildlife, including monkeys, sloths and anteaters. You'll encounter them all as you hike three hours through the rain forest.

For winter charter, Barbara Dawson, senior charter broker at Camper & Nicholsons, recommends off-the-beaten-path locations, such as "a new emerging area like Costa Rica, (which has) all sorts of activities – white-water rafting, jungles and rain forest, exotic animals, as well as great cruising."

Begin in tiny Puerto Caldera on the Gulf of Nicoya and cruise south along the Pacific Coast and up Pavon Bay toward Golfito. Get your hiking shoes dirty in the nearby Golfito National Wildlife Refuge as you photograph toucans and monkeys. Then swap walking gear for swimming attire as you cruise south to the gentle surf breaks off Playa Zancudo and, for surfing experts, Pavones, one of the longest left point breaks in the world.

Retreating back up the Pacific coastline past the Osa Peninsula, veer west toward Caño Island. One of the area's most celebrated underwater realms, this biological reserve rewards scuba divers with sightings of sea turtles, manta rays and reef sharks; in season, humpback whales and whale sharks are also a possibility.

Farther up the coast is Quepos, a small harbor town around four miles south of Manuel Antonio National Park's beaches and jungle, where you can marvel at sloths, songbirds and three species of monkey (howler, white-faced and squirrel).

If you haven't yet had your fill of wildlife sightings, don't fret. The Curú Wildlife Refuge on the southern Nicoya Peninsula is home to scarlet macaws, coyotes, iguanas and, of course, monkeys. It is conveniently close to your final stop, Isla Tortuga, where you can dive one of three nearby wrecks in the surrounding Gulf of Nicoya or relax on the beach with a few of your yacht's toys, daydreaming about extending your charter for another week or two.



GOING UP?

Atop Costa Rica's Continental Divide at an elevation of 4,662 feet, the Monteverde Cloud Forest Biological Reserve beckons visitors inland with guided hikes through misty forests, canopy tours and coffee plantation visits, all with a lofty count of mammal, bird and orchid species.

A traditional meal in Costa Rica is casado: rice, beans, vegetables and plantains with a side of pork, chicken, fish or beef.



Red-eyed tree frogs are found in lowland rain forest areas, near streams and rivers.



GO FISH

"Panama is famous for its marlin, sailfish and other pelagic fishing. Thousands of anglers travel to Panama each year," says Saia. The rewards are big — the waters around Isla San Jose alone have delivered multiple black marlin records.

PANAMA: The Pearl Islands

"Panama is the 'hub' of the Americas," says Jennifer Saia, president and charter specialist for B&B Yacht Charters. "It offers a modern and vibrant city within easy reach of the U.S.; the Panama Canal, an engineering marvel; and four distinctly different archipelagos."

The Pearl Islands, 200-plus islands and islets off Panama's Pacific coast and named for the pearls once harvested here, are one of these archipelagos. While pearls are no longer a thriving industry, you can still shop for them; the best islands for this pursuit include Islas Casaya and nearby Casayeta.

Although pearls were once counted here before being shipped to Spain, supplementing one's jewelry collection isn't the primary reason to pause at hilly Isla Contadora. Its tourist infrastructure, beaches, snorkeling and diving provide many reasons to linger.

While submerged, expect to see a variety of reef fish, moray eels, reef sharks and barracuda; on land, reality TV fans may appreciate that the island served as base of operations for three seasons of "Survivor."

North of Contadora is tiny Bartolome, which has lovely snorkeling; beyond is Pacheca, which beckons bird watchers with its brown pelican rookery. To the archipelago's south is lush, private San José, the second largest island with more than 50 beaches, 100 species of birds and several waterfalls. Scuba dive near mantas and other pelagic species, then scout for turtles as you kayak near the irregular coastline.

PARTY TIME!

Spend a night or two in Panama City before or after your charter, overnighting at the Waldorf Astoria Panama (waldorfastoriapanama.com) and playing around el Casco Viejo, where you can enjoy dinner and dancing.



The Gulf of Panama yielded one of the world's most famous jewels, La Peregrina, an enormous, pear-shaped pearl found in the early 1500s. It became part of the crown jewels of Spain, was purchased by actor Richard Burton for Elizabeth Taylor in 1969 and, following Taylor's death, sold at auction for more than \$11 million.

CHOOSE YOUR RIDE



MS B HAVEN

Central and South America

► This Knight & Carver comes with a 37' tender fully rigged for fishing and two fighting chairs. Contact Jennifer Saia at Jennifer@bnbyachtcharters.com.

SIZE	PRICE/WEEK	GUESTS
98'	\$39,000	10



CHERIN III

Panama

► A 66-foot sportfisher with three cabins, this Buddy Davis has a flats boat to explore the shoreline or escort kayak expeditions. Contact Jennifer Saia at Jennifer@bnbyachtcharters.com.

SIZE	PRICE/WEEK	GUESTS
66'	\$18,750	4



CARYALI

Central and South America

► Fresh out of a refit, the award-winning yacht built by Alloy has a sophisticated interior design, two gyms and a spa-like sun deck. Visit www.northropandjohnson.com.

SIZE	PRICE/WEEK	GUESTS
135'	\$175,000	10



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The first dock in the Med designed exclusively for superyachts

WHERE

The marina is located in an easily accessed and protected harbor that enjoys calm, clean waters, unpolluted air and a mild climate all year in the port of Vilanova. It is 35 minutes outside of Barcelona, a popular destination for its architecture, museums, theaters, luxury shops and restaurants, and 20 minutes away from Barcelona's international airport and its private jet terminal.

HIGHLIGHT

A comprehensive environmental program ensures the marina stays in harmony with its surroundings. A team of multilingual professionals, specially trained to meet the needs of owners, captains and crew, provides

personalized attention, including concierge services such as car rentals, catering, flowers and more. A 200-ton Travelift, dry-dock facilities and technical services are available for on-site repairs.

WHAT'S NEW

The first new-generation Ferretti service point, which provides after-sales, repair and maintenance work for Ferretti Group yachts, is now located on the premises.

YACHT FACILITIES

The marina has 49 moorings for yachts up to 394 feet with a maximum draft of 21 feet. There is 24-hour dockmaster service, treated freshwater on site and round-the-clock security.

COST

Contact info@vilanovagrandmarina.com for rates.

PRIVILEGES

Special advantages and discounted rates are given to captains, crew and staff at the nearby Aqua Gym, which has a spa and pool, and offers personal training and massages, as well as other sports activities.

WHEN TO GO

With mild winters and warm summers, Vilanova is a great home port year round. June through August tend to have lighter winds. In autumn, a large fleet of superyachts stops in Vilanova before crossing to the Caribbean.



AND WHILE YOU'RE THERE...

DOWN UNDER Coves de l'Espuga

► "Espuga" in Latin means cave. Make a reservation to go into the galleries (lights, helmets and guides are provided) and learn about the geological formation of the underground wells that led to the cavity's discovery in 1956.



BEACH IT Sitges

► Sitges (pronounce seat-chess) is a lively spot about 10 miles from Vilanova, with a beach a couple of miles long. Favored by the international jet set and home to many festivals, the town is polished and upscale, yet remains authentic.



DRINK UP Penedes Wine Region

► The influence of the sun and the Mediterranean Sea makes the Penedes a privileged area for growing grapes. It's no wonder then that wine tasting tours of the Penedes are becoming increasingly popular as a day trip from Barcelona.



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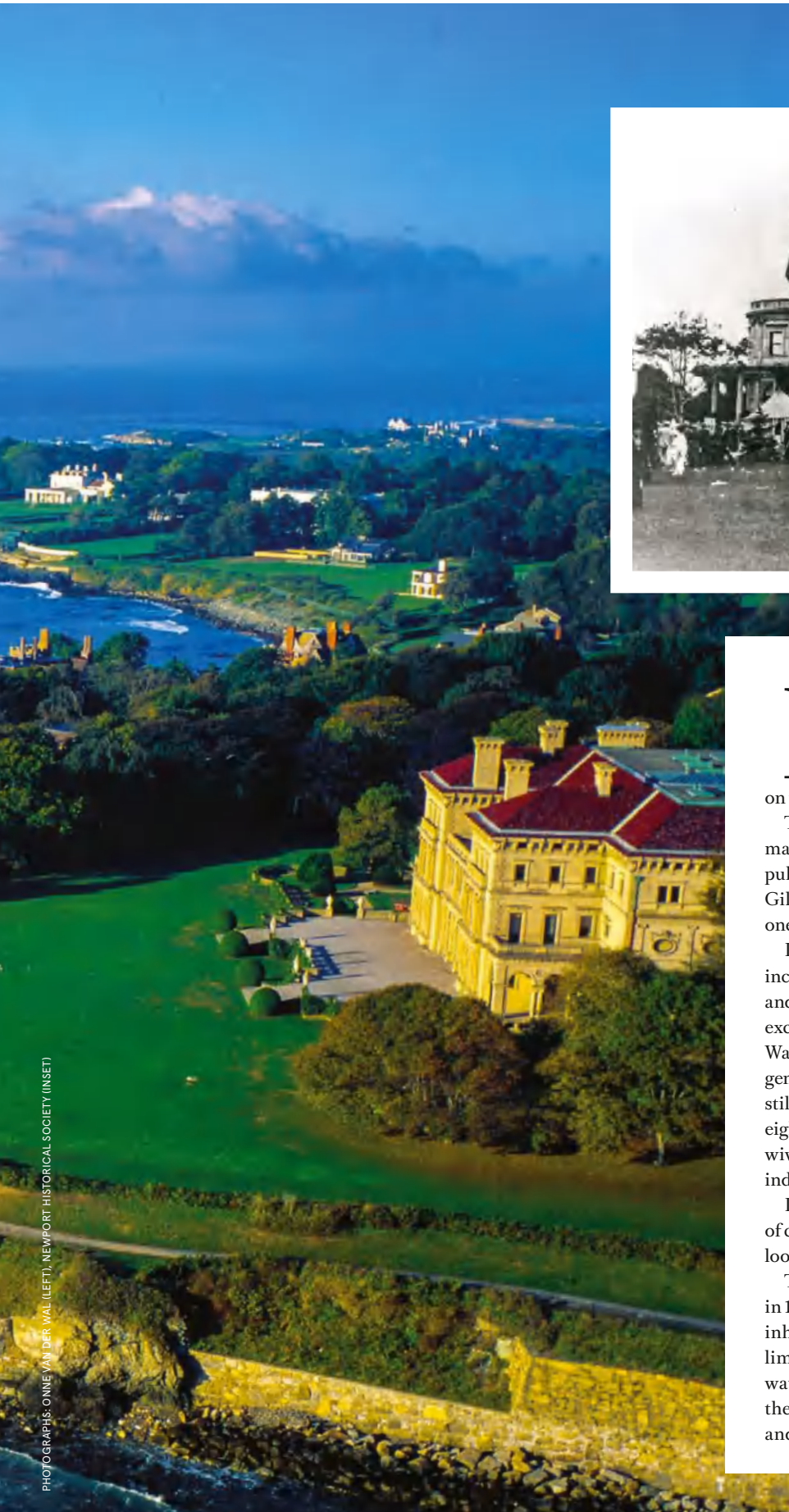
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GLORY DAYS

Newport local Grace Trofa delves into the decadent past that has helped shape her town's character. It's a place where anything can happen...and probably has.





The Breakers, circa 1910

Newport has ghosts. And nowhere is it felt more strongly than Bellevue Avenue at dusk. The gaslights glow along the wide boulevard as the wind blows through the majestic trees and the dim lights on the mansions cast an eerie halo on their imposing facades.

The ghosts are not only from colonial days, represented by the many restored 17th- and 18th-century private houses and historic public buildings that line the narrower streets, but also from the Gilded Age, an era that shaped the New Class and was defined by one word — excess.

It is fascinating that a town founded on the principles of inclusion, where all men were free to express their religious beliefs and political choices, would become famous as the site of social exclusion. The titans of industry, flush with money after the Civil War, left their New York mansions for the lingering touch of colonial gentility and cultivated manners of Newport, traits that surprisingly still exist today. In the heyday of the Gilded Age, 1890 to 1914, for eight weeks each summer, beleaguered husbands and ambitious wives descended upon Newport. This relatively short period left an indelible mark on Newport's social and economic landscape.

In America, where there is no true aristocracy, the only measure of class distinction was ostentatious wealth. So the newly rich looked to Europe for inspiration for their grand estates.

The Breakers, modeled after Renaissance palaces, was built in 1895 at a cost of \$7 million for Cornelius Vanderbilt II, who inherited a wealth of \$67 million. The 70-room, five-story limestone mansion occupies nearly one acre of the 13-acre waterfront estate. As was common during the construction of these mansions, entire rooms were designed and built in Europe and transported to Newport for reassembly.



DID YOU KNOW?

Determined to climb the social ladder, Alva Vanderbilt (right) founded the Metropolitan Opera in 1883 after being shunned from getting an opera box at the Academy of Music. The Academy's directors were known to keep their circle tight and disliked admitting members of newly wealthy families. The Metropolitan Opera continues to this day — long outlasting the Academy.



Marble House, completed in 1892, remains the most striking and most expensive at \$11 million. In the Gold Room, 22-karat gilding covers the walls and ceilings, and the Gothic Room with its imposing stained-glass windows served as a private museum. William Kissam Vanderbilt gave his wife, Alva, a blank check to build the mansion as her 39th birthday present. While Alva might have married the most eligible bachelor in Willie K, he also became quite the accomplished philanderer; rumor has it the blank check was compensation for some recent act of indiscretion. As promised, he deeded over the house to her upon its completion.

Rosecliff, completed in 1902 at a cost of \$2.5 million, is a white masterpiece of Rococo styling with 29 rooms. The 30,000-square-foot mansion was designed for grand-scale entertaining; the ballroom alone (featured in the movie "The Great Gatsby") measures 40 by 80 feet. Theresa "Tessie" Fair Oelrichs built the house partly with the \$1 million wedding gift from her father.

Bellevue Avenue quickly became the Fifth Avenue of Newport, and in the mansions that lined the avenue parties began at 11 p.m. and continued into the wee hours. A single ball could cost up to \$200,000. There was the Champagne and Caviar Dinner where 100 guests and their canine companions dined at a sumptuous table. When the Secretary of State refused to provide Tessie with white naval battleships as a backdrop for her White Ball in 1904, she commissioned a fleet of 12 mock racing sloops, painted white and aglow with Chinese lanterns, to adorn the sea behind her mansion. After the fireworks display, the boats were set ablaze as they floated toward the horizon. Alva once greeted each of her dinner guests with a small sterling silver bucket and shovel and, as a parting gift, instructed them to sift through a sand display littered with diamonds, rubies and emeralds. The household budget alone for this eight- to 10-week period of frivolity was easily \$500,000.

Newport was an intellectual and artistic community when these rich captains of American industry began to descend upon

MANSION TOUR

Pace yourself — too much glitter can be overwhelming. The most impressive in size and grandeur is the Breakers (right). The Marble

House (opposite page) and in particular, its Gold Room and the Chinese Tea House on the grounds, is another excellent choice if you want to take the time and inhale the opulence.

Though the 48-room Elms is impressive, its 10-acre gardens (bottom) remain the most magnificent in Newport; they will leave you speechless.



the town. The locals resented the newcomers as boisterous, demanding, invading hordes. Indeed, despite all the “conspicuous consumption,” a phrase coined during this period, the summer visitors lacked the social grace that only comes with generations of breeding. Alva Vanderbilt was the daughter of a cotton planter from Alabama who lost his fortune after the Civil War. Tessie was the daughter of a Belfast immigrant, who made his fortune when he and his partners struck the Comstock Lode, the single richest deposit of silver to be uncovered. Edward Julius Berwind, who built the Elms, was the son of German immigrants and made his fortune in coal. Commodore Cornelius Vanderbilt, born into a poor Dutch family, began his career as a ferry boy sailing from Staten Island to Manhattan. When he died in 1877, he left a fortune of \$100 million.

There was always drama. Alva became very friendly with her husband’s friend, Oliver Belmont, during two long yacht cruises to Egypt. After returning from the second cruise, Alva exiled Willie from Marble House and became the first in her peer group to divorce. A year later, she married Belmont, moving down the street to his home, Belcourt Castle. The lower level, though elegant, was used as a stable for his beloved horses.

For the men of the Gilded Age, yachting was the premier form of diversion. This time remains yachting’s most colorful era, memorialized by luxurious steamers and legendary figures. Bad boy James Gordon Bennett Jr. won the first Transatlantic Race,

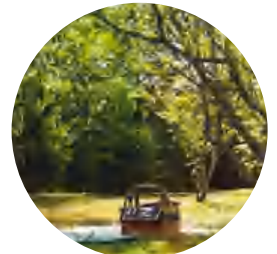
Newport is a sailing town; expect to see beauties in the harbor. The number of yachting events throughout the summer is endless thanks to the “Temple,” otherwise known as the New York Yacht Club.



Live like a local

Start the day with breakfast at Belle’s Cafe, smack in the middle of the Newport Shipyard, a hub of activity all summer long. Forgo the crowded beach and grab a gourmet picnic lunch at Rosemary & Thyme, then head over to Greenvale Vineyards. After a wine tasting, pick up a bottle to enjoy with lunch. Afterward, head down the road to watch a polo game. The home team, the Westchester Polo Club, was established in 1876 as the first polo club in America. The game starts at 5 p.m., but get there early; Newporters take their tailgating seriously.

At the end of the day, enjoy a ride along Ocean Drive; the winding road passes some beautiful estates, sand dunes and the glorious coastline. Complete the experience with a stop at Castle Hill Inn. Sit back on the Adirondack chairs scattered on the expansive lawn and watch the parade of boats returning to the harbor. For a little romance, dress up for dinner in the interior dining rooms of this historic inn. The sound of the foghorn from the lighthouse on this 40-acre property will remind you that you are in New England where the fog, like a gentle mist, floats over the sea and the town.





James Gordon Bennett Jr. (left) was a notoriously colorful character on the social scene and a hard core ocean sailor. He also helped form the country's first polo club in Newport (below).

introduced the sport of polo to the U.S., fought the last gentlemen's duel in the U.S. and was ostracized from New York society for life – in short, the kind of guy you would want to meet. He was 25 when he won that first Transatlantic Race, from Sandy Hook, New Jersey, to the Isle of Wight. Only a diehard racer would risk a December crossing when the gale winds washed the watch crew off the deck of the competing *Fleetwing*. Few guests enjoyed the hard sailing so in 1882, he shifted to steam yachting, first with the 226-foot steamer *Namouna*, followed in 1900 by the 301-foot steamer *Lysistrata*, which required a crew of 100 sailors and officers. Each deck had a personal suite and Turkish bath, one for each mistress, and the vessel even had a seagoing dairy, complete with electric milking machine and padded stalls for two cows. Bennett has been described as irreverent, capricious and dashing. He once challenged his friend, a polo captain, to ride his pony right up the stairs of Newport's venerated men's club, the Reading Room, and he complied. When Captain Candy's club membership was revoked as a result, Bennett built the very successful, competing Newport Casino in retaliation, which became the first multi-recreational complex in America.

The glitter and gold of the Gilded Age would eventually begin to lose its luster, its demise due to many factors, chief among them the modern system of income tax introduced in 1913. In the face of the sacrifices of many during the war and the growing reform movement, the extravagant display of wealth became a source of embarrassment. The sinking of the *Titanic* spooked some, who saw it as a divine punishment cast upon a society that had lost its way.

For many years the mansions went unwanted. Some were rescued by the Preservation Society of Newport County when it was formed in 1945. Forty-three mansions were demolished to make way for modern construction and some were sold for a pittance. Rosecliff, built for \$2.5 million in 1902, sold in 1941 for \$21,000, and Ruth and Harold Tinney bought the love nest of Alva and Oliver Belmont, the 60-room Belcourt Castle, in 1956 for \$25,000. And in 1963, Harold Vanderbilt, son of Alva and Willie K, stepped in and provided the Preservation Society with the funds to buy and preserve the amazing Marble House.



Belcourt Castle, former \$3.2 million home of Alva and Oliver Belmont, was sold in 1956 to Ruth and Harold Tinney for a mere \$25,000. The Tinney family sold it for \$3.6 million in 2012.

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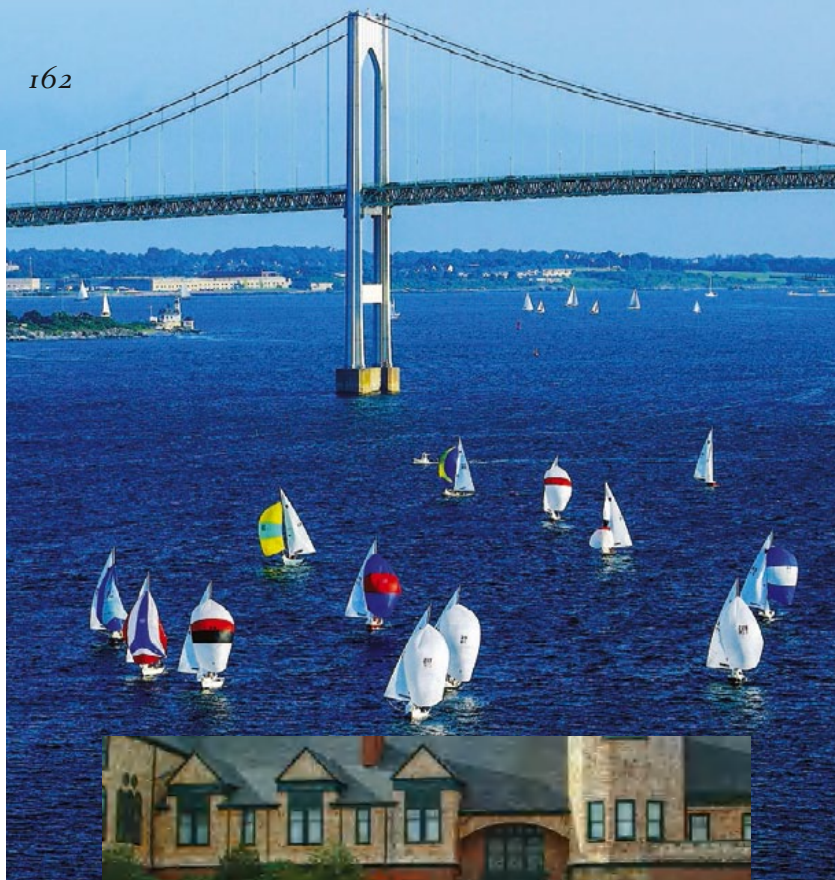
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While the extravagance waned, the Gilded Age introduced a “crazy” that lingered. Claus and Sunny von Bülow, her fortune estimated in 1965 at \$75 million, lived at Clarendon Court. Did he poison his wife so that he could marry his actress girlfriend? He was tried and later acquitted, while Sunny laid in a coma for 28 years before her death. Doris Duke, who “accidentally crushed her lover” against her mansion gates with her car, kept her two pet camels, Princess and Baby, on the lawn of her Newport Rough Point estate. The Gilded Age introduced Newport to a lifestyle where these sorts of events happened, but with the certain decorum that surrounds it today, it’s not discussed.

Newporters are fiercely protective of their community, anxious to maintain a hold on a lifestyle that may still exist, but not with the same level of pomp and ceremony. The Bellevue Avenue set still enjoy cocktails at six o’clock; it’s practically mandatory for children and grandchildren to attend the sports club at Bailey’s Beach (during the Gilded Age, membership in the beach club was part of the property deed); and the Newport Reading Room is still male members only — women are allowed only on Saturday evenings. Bailey’s is still an exclusive club and the northeast end of the beach is still known as Reject’s Beach. The drop-dead gorgeous Clambake Club is still a favorite spot for lunch and dinner, and if old money ventures out in town, it will be for dinner on the top deck of the Clarke Cooke House. They attend fundraisers for Newport charities, such as the Norman Bird Sanctuary, but in general, they prefer to stay within their



FINE DINING

Book dinner at the upper level Sky Bar at the Clarke Cooke House on a Saturday night. The nautical décor, the ambiance and the gourmet cuisine make it THE Newport destination for dining. If celebrities are in town, good chance they will be seated at adjoining tables. Besides, a dinner booking will assure that you get past the rope when the cognoscenti of Newport, many of the Bellevue Avenue set, take over the dining area for dancing.



circle, and the mansions still employ butlers, servants and caretakers. Their extravagance is a subtle one. If you spot a man with a navy blazer and Brenton red pants accompanied by a woman in a J. McLaughlin shift with a sweater tied around the shoulders, chances are they are Newporters, and the children who follow in their footsteps don blue blazers even for a beach event.

Today, people are quietly buying up the old mansions and restoring them to their former glory, under the watchful eye of the Newport City Council. Larry Ellison paid \$10.5 million for Beechwood, the former Astor mansion, and is likely spending 10 times more for its restoration, which will ultimately house his art collection. The founder of Alex and Ani, those noisy bracelets that teenagers love, has bought Belcourt Castle for \$3.6 million. As bulldozers tear up the lawn, Newporters hold their breath, hoping for the best. International entrepreneur and yachtsman Peter de Savary is referred to by many as a “one-man preservation society” for the number of historic mansions and estates he has restored in Newport over the years. His love affair with the town began in 1983, when he made a bid for the America’s Cup for Great Britain. Most recently, he purchased Merrilton mansion for \$2.4 million, completely restored the home and resurrected the gardens and woodland path. Merrilton was sold in 2014 for \$8.7 million. He’s a risk-taker with great style; those Gilded Age tycoons would approve.

Newporters still know how to have a good time, just perhaps in a little more restrained manner. In season a stream of foreigners come into town and the parties are endless. Expect the unexpected here because you never know who will be seated at the adjoining bar stool. ☐



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BASIL'S BAR, MUSTIQUE

This waterfront establishment has hosted "the legendary and the ordinary" since 1976 and is known for its rum punch, wine selection, Sunday sunset jazz sessions and annual blues festival. basilsbar.com



CORNER BAR, PALMA

Whether you triumph in its weekly Killer Pool tournament or foul repeatedly, this Palma de Mallorca sports bar, with its Jägerbombers and €5 buckets of beer, will make you grin like a winner. cornerbarpalma.com



STANIEL CAY YACHT CLUB, BAHAMAS

One of Jimmy Buffett's favorites, this Exumas icon was a crew hangout during the 1965 James Bond movie "Thunderball" and continues to deliver impromptu parties any day of the week. stanielcay.com

FOXY'S TAMARIND BAR, JOST VAN DYKE, BVI

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* 200 FT. (61M) LADY KATHRYN V - Lurssen



FOR SALE & CHARTER

* 182 FT. (55.5M) MADSUMMER - Feadship



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FOR SALE

* 167 FT. (51M) EMELINA - Codecasa



FOR SALE

155 FT. (47.2M) ABBRACCI - Christensen



FOR SALE & CHARTER

* 152 FT. (46.2M) ALLEGRIA - Hakvoort



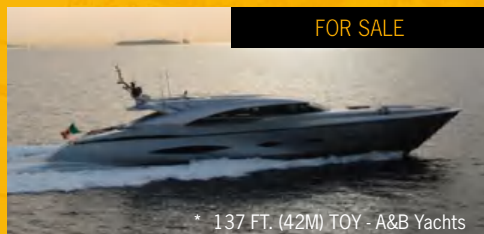
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161 FT. (46M) REVE D'OR - Sanlorenzo



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150 FT. (45.7M) ONENESS - Palmer Johnson



FOR SALE

* 137 FT. (42M) TOY - A&B Yachts



FOR SALE

130 FT. (39.6M) INCOGNITO - Mangusta



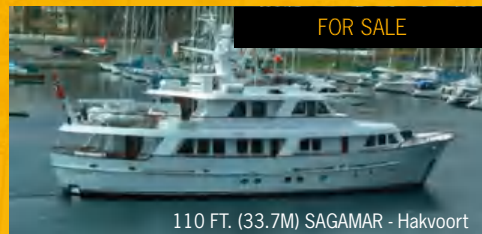
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126 FT. (38.4M) DOROTHY ANN - Trinity



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118 FT. (35.9M) ELIZABETH - Trinity



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110 FT. (33.7M) SAGAMAR - Hakvoort



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88 FT. (26.75M) KAVALIER - Sanlorenzo

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SHERAKHAN 69M > 228FT > VUYK EN ZONEN > 1965/2014 > 25,950,000 EUR

A luxurious interior décor and layout, along with incredible facilities create the ideal charter yacht for large families or corporate events. Features gym with Jacuzzi, on-deck Jacuzzi

and swimming pool, and a wide array of toys. Accommodates 13 guests in 26 cabins.
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NEW CA



ANASTASIA M 37M > 122FT > SANLORENZO > 2010 > 7,950,000 EUR

Well maintained vessel, ready for the season, sole owner since new, motivated to sell.
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PRICE REDUCTION



SOY AMOR 41M > 137FT > BENETTI > 2014 > 21,900,000 EUR

Highly customised Benetti Crystal. Great opportunity to purchase a beautiful yacht.
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NEW CA

CNB 43M • 142FT • CNB • 2015 • POA

Gentleman's yacht designed by German Frers and built by CNB Shipyard. Efficient hull design allowing long range cruising. Modern interior with open salon, balconies, 5 stms

plus on-deck master with private deck area. Choice of engine options and decor.
GEORGES.BOURGOIGNIE@FRASERYACHTS.COM +1 305 491 2211 FT. LAUDERDALE
MAARTEN.TENHOLTER@FRASERYACHTS.COM +31 653 739 424 MONACO



NEW CA

MYSTERY 34M • 112FT • NAUTOR'S SWAN • 2000/2015 • 5,250,000 USD

Swan 112' fresh from substantial refit over winter 2015, including complete repainting, electrical systems refitting, electronics and A/V replacement and all areas and systems

serviced. She has a favored layout including 4 ensuite guest staterooms plus crew berths for 5/6. MYSTERY is in superb condition and ready to be sold. Located in the Med.
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Felix



PRICE REDUCTION

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FELIX 52M > 170FT > AMELS > 2004/2014 > 24,900,000 USD

Timeless Dutch quality with interior design by Alberto Pinto/Laura Sessa. Accommodating 10 guests in four double staterooms and master suite with office. FELIX is in impeccable

condition and cruise ready. Ten year class special survey has been completed.
JOSH.GULBRANSON@FRASERYACHTS.COM +1 954 629 7435 FT. LAUDERDALE
STUART.LARSEN@FRASERYACHTS.COM +1 954 328 6553 FT. LAUDERDALE

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SEVEN J'S 47M > 156FT > DELTA MARINE > 2008 > 22,500,000 USD

An extraordinary yacht with long range that was designed for extended cruising in all conditions. She has a wonderful interior designed by Tom String, exterior styling and

interior layout by Delta Marine. Built to perfection in all respects. Accommodations for up to 12 guests. An ultra-high quality yacht with magnificent spaces.

JOSH.GULBRANSON@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE



KOKOMO 58M > 191FT > ALLOY YACHTS > 2010 > 39,750,000 EUR

Winning combination of Alloy Yachts, Ed Dubois and RWD. Contemporary interior. ANTOINE.LARRICQ@FRASERYACHTS.COM +377 93 100 450 MONACO



ECLIPSE 43M > 141FT > FEADSHIP > 1993/2008 > 11,950,000 USD

A true pedigree yacht with Terence Disdale interior, large deck space and tenders. RICHARD.EARP@FRASERYACHTS.COM +377 93 100 450 MONACO

FOR SALE & CHARTER



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MONACO
23-26 SEPT

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DEEP BLUE II 43M > 144FT > OCEANCO > 1996/2012 > 9,400,000 USD

Quality construction with detailed design. Refitted in 2007/2008, with interior by Paolo Rossi. STUART.LARSEN@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE

PRICE REDUCTION



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+LEJOS 36M > 120FT > BENETTI > 2010 > 9,500,000 EUR

Features amazing light and welcoming interior. 12 guests in 5 strms. Zero speed stabilizers. JOSH.GULBRANSON@FRASERYACHTS.COM +1954 463 0600 FT. LAUDERDALE

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NEW CA

ALDABRA 51M > 167FT > CODECASA > 2011 > 25,000,000 EUR

A striking full displacement yacht in immaculate condition. She features a sophisticated exterior design with modern lines and a beautiful light interior. Full beam owner's suite

features a drop-down balcony. Six large guest cabins welcome 12 guests. Powered by 2 strong CAT engines, 4000 nm of range. Lloyds classed. DAVID.LEGRAND@FRASERYACHTS.COM +377 93 100 450 MONACO

**MAYRA** 50M > 164FT > MAYRA YACHTS > 2015 > 22,500,000 EURSTUART.LARSEN@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE
HAVER.TANBAY@FRASERYACHTS.COM +90 252 313 53 43 BODRUM**U77** 77M > 252FT > MARCO > 2017 > 24,900,000 USD

A massively solid ship, over engineered, with a 2,100 + ton volume and efficient hull. STUART.LARSEN@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE



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AMAZON EXPRESS 66M > 218FT > VENICE, ITALY > 1965/1994 > 4,900,000 USD

7 staterooms, including a spacious owner's suite. Can carry a 4-ton helicopter. STUART.LARSEN@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE



NEW CA

VICTORIA 43M > 142FT > PERINI NAVI > 2004/2012 > 9,950,000 EUR

Refit in 2012 including paint job. 5 cabin layout. Best priced Perini on the market. MAARTEN.TENHOLTER@FRASERYACHTS.COM +377 93 100 450 MONACO

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MARIE 55M > 180FT > VITTERS > 2010 > POA

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KINGFISH 32M > 107FT > CHRISTENSEN > 1997 > 4,295,000 USD

PATRICK.MCCONNELL@FRASERYACHTS.COM +1 619 225 0588 SAN DIEGO
NEAL.ETERLY@FRASERYACHTS.COM +1 619 225 0588 SAN DIEGO



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PHILOSOPHY 42M > 138FT > BROOKE YACHTS > 1991/2010 > 3,450,000 EUR

5 strms with master suite on main deck. Huge Refit 2010. Refreshed and updated décor.
GEORGES.BOURGOIGNIE@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE



NEW CA

ALANDREA 29M > 95FT > FERRETTI > 2013 > 6,950,000 USD

Perfect opportunity to own a 2013 Ferretti 960. Highly upgraded. Can reach 31 knots.
MICHAEL.SELTER@FRASERYACHTS.COM +1 954 463 0600 FT. LAUDERDALE



PRICE REDUCTION

DON JUAN OF LONDON 22M > 73FT > KING MARINE > 2004/2013 > 3,000,000 USD

Carbon fiber yacht by Acebal/King Marine. A fast, comfortable, retro looking machine.
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ON A ROLL 25M > 84FT > HARGRAVE > 2009/2013 > 3,300,000 USD

Largest vol. 84' on the mkt. Open layout; Sapelli wood; 4 strms + Crew. CAT engines.
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DESTINY 24M > 78FT > FIFTH OCEAN SHIPYARD > 2014 > 3,600,000 EUR

World cruising, steel hull, displacement yacht. Dutch designed & engineered, highly spec'd.
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SYL 43M > 143FT > BARCOS DEPORTIVOS > 2003 > POA

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Mike Wiener - 267.300.2169



2008 67' Lyman Morse - \$2,650,000
Rob Dorfmeier - 216.533.9187



1987 66' DeFever - \$477,500
Barbara Burke - 904.310.5110



1963 63' Burger - \$225,000
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PROJECT ATOM

LOA: 135m (442')

Beam: 20m (65'62")

Draft: 5.60m (18'37")

Shipyard: Fincantieri Yachts

Delivery: Please enquire

14 guests in 7 VIP staterooms

Price on application



CRACKER BAY

LOA: 44.60m (146'3")

Beam: 8.80m (28'9")

Draft: 2.80m (9'2")

Shipyard: Hakvoort

Year: 2002 / 2013

12 guests in 6 staterooms

USD 18,950,000



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FOR SALE

GALACTICA

LOA: 50m (164")
 Beam: 9.38m (30'77")
 Draft: 2.60m (8'53")
 Shipyard: Heesen
 Year: 2007 / 2014
 Staterooms: 5
 Price: EUR 24,500,000



360

LOA: 47.50m (155'84")
 Beam: 8.90m (29'2")
 Draft: 2.70m (8'86")
 Shipyard: ISA Yachts
 Year: 2003 / 2013
 Staterooms: 5
 Price: EUR 11,900,000



TUTTO LE MARRANÉ

LOA: 46.20m (151'7")
 Beam: 8.20m (26'9")
 Draft: 1.83m (6')
 Shipyard: Leopard (Arno)
 Year: 2011
 Staterooms: 5
 Price: EUR 15,900,000



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FOR SALE



BRANZINO

LOA: 43.20m (141'73")
 Beam: 7.70m (25'26")
 Draft: 2.50m (8.2')
 Shipyard: Feadship
 Year: 1981 / 2015
 Staterooms: 6
 Price: EUR 3,800,000



MARIPOSA

LOA: 40m (131')
 Beam: 7.73m (25'36")
 Draft: 2.20m (7'22")
 Shipyard: Avangard
 Year: 2012
 Staterooms: 5
 Price: EUR 6,500,000



PERSEVERANCE II

LOA: 37.50m (123')
 Beam: 7.92m (26')
 Draft: 1.83m (6')
 Shipyard: Oceanfast
 Year: 1996 / 2012
 Staterooms: 4
 Price: USD 3,290,000

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FOR SALE

O'

LOA: 33m (108')
 Beam: 7.10m (23')
 Draft: 1.30m (4'27")
 Shipyard: Mangusta
 Year: 2007
 Staterooms: 4
 Price: EUR 3,900,000



ICON 100

LOA: 29m (100')
 Beam: 7.22m (23'69")
 Draft: 1.99m (6'53")
 Shipyard: Icon Yachts
 Year: 18 months from completion
 Staterooms: 3 / 4
 Price: EUR 10,500,000



DOLCE VITA II

LOA: 24.10 m (79')
 Beam: 6.02m (19'9")
 Draft: 1.22m (4')
 Shipyard: Leopard (Arno)
 Year: 2000
 Staterooms: 3
 Price: USD 1,549,000



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205'/63m Oceanco 2002/12 **LADY LOLA***

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180'/55m Benetti 2003 **CAKEWALK***

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177'/54m Admiral 2008 **SEA FORCE ONE***

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151'/46m Burger 2009 **SYCARA IV**

for Sale & Charter



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143'/44m Heesent 1988/15 **OCTOPUSSY***

for Sale



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120'/36m Feadship 1991/09 **OUR TOY**

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118'/36m Broward 1995/11 **PG's JESTER**

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134'/41m Lurssen 1995/05 **BLIND DATE***

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127'/39m Cantieri di Pisa 2007 **GLADIUS***

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118'/36m Intermarine 2001 **SAVANNAH**

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116'/35m Pershing 2007/08 **CARCHARIAS***

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116'/35m Azimut 2006 **GIAOLA LU***

for Sale & Charter **CENTRAL AGENT**

116'/35m Feadship 1970/08 **UTOPIA II**

for Sale **CENTRAL AGENT**

105'/32m Mangusta 2001/12 **XOXO**

for Sale **CENTRAL AGENT**

94'/29m Ferretti 2000 **LADY BREANNA***

for Sale **CENTRAL AGENT**

90'/27m Pershing 2007 **ROMPEMAR***

for Sale **CENTRAL AGENT**

90'/27m Tarrab 1998 **PARAMOUR**

for Sale & Charter **CENTRAL AGENT**

87'/27m President 2007 **WATERSHED II**

for Sale **CENTRAL AGENT**

86'/26m Canados 2007/14 **WHITE QUEEN***

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80'/24m Hatteras 2004 **OCEAN VIEW**

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77'/23m Hatteras 2007 **USELESS**

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75'/23m Riva 2011/12 **NAMEDROPPER**

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75'/23m Azimut 2010 **SEA**

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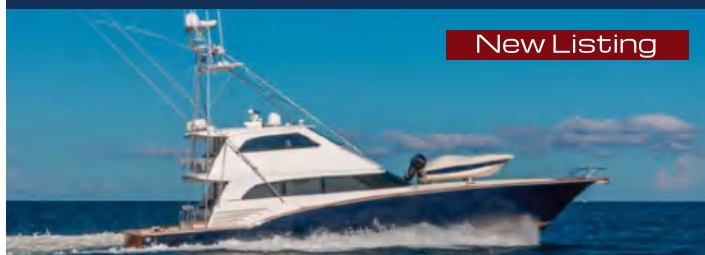
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Lady J

LOA 109.6ft (33.4m)**BUILD** Overmarine, Italy, 2006**EUR 3,500,000**

Central Agents for sale



PRICE REDUCTION

Deja Vu

LOA 165ft (50.3m)**BUILD** Feadship, C Van Lent & Zonen, The Netherlands, 2000 (refit 2013)**EUR 17,950,000**

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Sycara V

LOA 223.6ft (68.2m)

BUILD Nobiskrug, Germany, 2010

EUR 69,500,000

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Capri

LOA 192.1ft (58.6m)

BUILD Lürssen-Werft, Germany, 2003

EUR 29,950,000

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Available for Charter / Price Reduction

SILVER WIND 43.63m/143', ISA, 2014, €18,900,000
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NORTHLANDER 38m/125, Moonen, 2009/2013, \$16,500,000*

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CRYSTAL II 35.69m/117', Crystal Super Yachts, 2007/2009, \$4,700,000
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LILLY II 35m/115', Sunseeker, 2013, \$11,950,000*
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SELJM 34.14m/112', Sangermani, 1980/2015, Price on application
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CASUAL WATER 33.48m/109' 10", Feadship, 1987/2015, \$5,450,000
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1782



CASSIOPEIA 32m/104'11, Holland Jachtbouw, 2004, €5,250,000 VAT Paid
Rytis Babravicius +377 97 97 77 00 - rbabravicius@camperandnicholsons.com



HIGH ROLLER 32m/104'8, Baglietto, 2004, €3,250,000 VAT Paid
Jeremy Comport +33 4 92 912 912 - jcomport@camperandnicholsons.com



SEA BOUND 30.6m/100', Burger, 1996/2014, \$3,990,000
Ralph Raulin +1 561 302 7894 - rraulin@camperandnicholsons.com



INSATIABLE 30.28m/100', Broward, 1985/2000, \$1,295,000
Randy Kluge +1 586 484 8211 - rkluge@camperandnicholsons.com



GRIFFIOEN 27m/89', Bloemsmas & Van Breemen, 2006, \$4,950,000 VAT Paid
Alain DeGrelle +1 212 829 5652 - adegrelle@camperandnicholsons.com
Jean-Marie Recamier +33 4 92 912 912 - jmrecamier@camperandnicholsons.com



CLUB M 25.3m/85'4, Ferretti, 2012, \$3,895,000
Scott W. Goldsworthy +1 954 205 3388 - scottgoldsworthy@camperandnicholsons.com



New Central Agency

GRATEFUL TWO 24.38m/80', Hatteras, 2007, \$3,495,000
Walter Sea +1 954 319 3259 wsea@camperandnicholsons.com



NO NAME 23.77m/78', NISI, 2011, \$2,900,000
Andrew LeBuhn +1 415 407 9915 - alebuhn@camperandnicholsons.com
Eric Dahler +1 508 207 7040 - edahler@camperandnicholsons.com

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YACHTING SINCE 1782



‡SKYFALL
190' (57.91m) 2010 TRINITY



‡*MONTIGNE
187' (57m) 2009 AEGEAN



WORTH AVENUE YACHTS

SALES | NEW CONSTRUCTION | CHARTER



AUSTRALIS
157' 6" (48m) 2010 OCEANFAST



‡*SILVERWIND
143' (43.63m) BRAND NEW 2014 ISA



BREAD
137' (41.76m) 2007/2012 KANTER



SONAS
120' (36.58m) 2002/2014 BROWARD



‡ ROMANZA
120' (36.58m) 2008/2015 BENETTI



RUSALKA
118' (36m) 1994/2004 CHRISTENSEN



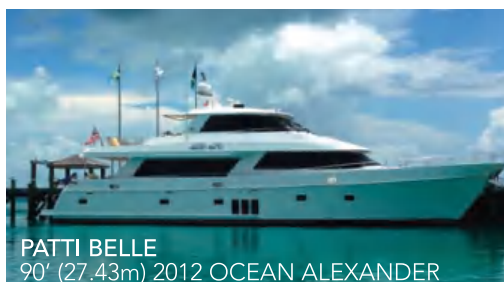
‡*THE WELLESLEY
108' (32.4m) 2001 FALCON



AMIXTLI
103' (31.39m) 1990 BROWARD



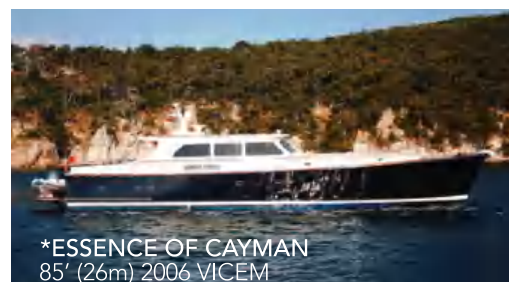
‡ LIVERNANO
95' (29.26m) 2010 PRINCESS



PATTI BELLE
90' (27.43m) 2012 OCEAN ALEXANDER



EL LOBO
90' (27.4m) 2008 AFFINITY



*ESSENCE OF CAYMAN
85' (26m) 2006 VICEM

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‡*ASTERIA
160' (49m) 1970/2002 ANASTASIADIS



‡*IONIAN PRINCESS
150' (45.72m) 2005 CHRISTENSEN



WORTH AVENUE YACHTS

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ANTARES
130' (39.62m) 2008 WESTPORT



*RED SAPPHIRE
128' (39.1m) 1999 HEESEN



*BLUE MAMBA
127' (38.71m) 2008 OCEANLINE



*HAPPY HOUR
116' (33.15m) AZIMUT 2004



SPRINGTIME
110' (33.53m) 2007 LAZZARA



ATON
108' (32.92m) 1995 BROWARD



OCEAN DRIVE
93' (28.5m) 2012 BENETTI



PURA VIDA
93' (28.35m) 1995/2012 BROWARD



SEA SIX
92' (28.23m) 2010 RIVA DUCHESSA



ELIELLE
84' (26m) 2005/2012 MCMULLEN & WING



BLACK SHADOW
83' (25.3m) 2007 SEA FORCE IX



KALEIDOSCOPE
80' (24.38m) 2001 LAZZARA

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‡ Also available for charter

* Not for sale or charter to US residents while in US waters.



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Charter Rate: 230,000 USD p/w + exp



FOR CHARTER

FOUR WISHES
2004 (2014) | 43.9m / 144'0" | Palmer Johnson
Charter Rate: 170,000 USD p/w + exp



FOR CHARTER

DRAGON
2007 | 41.5m / 136'2" | Palmer Johnson
Charter Rate: 125,000 EUR p/w + exp



FOR CHARTER

FEELIN' FREE
2010 | 34.1m / 112'0" | Westport
Charter Rate: 49,500 USD p/w + exp



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COLUMBUS 40S HYBRID - PRICE REDUCTION
2014 | 40m / 131'0" | Palumbo
Asking: 14,800,000 EUR



FOR SALE & CHARTER

TUMBLEHOME - PRICE REDUCTION
1997 (2013) | 27.4m / 90'0" | Lyman Morse
Asking: 4,900,000 USD | Charter Rate: 35,000 USD p/w + exp



FOR SALE

VICEM 107
2013 | 32.6m / 107'0" | Vicem
Asking: 6,650,000 USD



FOR SALE

TRANSIT
2010 | 51.3m / 168'0" | Damen
Asking: 10,900,000 EUR

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The SCOCEAN logo is displayed in white on a magenta background. It features a stylized wave symbol followed by the word 'SCOCEAN' in a bold, sans-serif font.



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THEMIS, 156' Trinity TDMY



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SOLD
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SOLD
LADY SILVIA, 105' Azimut MY



SOLD
DIAMOND LADY, 94' Horizon CMY



SOLD
FAIR SKIES, 90' Burger MY



SOLD
REVELRY, 87' Broward MY



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SHANI TOT, 84' Lazzara MY



SOLD
TO LIFE, 80' Lazzara MY



SOLD
VIAGGIO, 76' Horizon MY



SOLD
DOLCE VITA, 72' Pershing MY



STATUS QUO, 150' 2013 Richmond, Tri-Deck MY - Built to ABS, MCA class, MTU 16V-2000's, only 650 hrs! Helipad, zero speed stblz, all options. Ft. Laud. CA



LADY LEILA, 132' 2008 Horizon - Custom classed TDMY, accommodates up to (10), dual master SR's. Cats, only 2750 hrs, new paint '12, zero speed stblz. Palm Bch, FL. CA



SEA BEAR - 126' 1993/2011 Christensen TDMY - New exterior paint '12, 4 S/R's w/on-deck master, Transatlantic range. Ft. Lauderdale. CA



CRESCENDO, 100' 2005/15 Hatteras MY - Low original hrs on 16V2000's, 5 S/R layout w/full beam Master, complete interior refit. Ft. Laud., FL. CA



SALACIA, 115' 1997/12 Broward CMY - Full walk-around decks, 24' beam. Refit in '12 w/new interior, Jacuzzi, teak decks. DDEC 16V92TA's. Ft. Laud. CA



REWARD, 100' 1998 Broward MY - Refit in 2015 w/new paint, majored DDEC 12V92s, custom interior, 4 S/Rs. All large yacht options! Vancouver, BC. CA



HUEY'S ISLAND, 100' 1997 Broward MY - Cat 3412's, 4 S/R + aft crew qtrs. New A/C, watermakers, interior & many upgrades. Ft. Lauderdale, FL CA



LUCK-A-LEE IV, 85' 2007 Pacific Marine FDMY - Offered for the first time, 4 S/R's, custom Sapelle interior. MTU 12V2000's, 1260 hrs. S. FL CA



TOMCAT, 80' 2000 Lazzara CMY - 5 S/Rs, office, enclosed FB. MTU 12V183. Fish rigged cockpit, shallow draft. Stabilizers, bow thruster, twin gens. S. FL. CA



REEL RODEO, 65' 1996/2014 Donzi SF - Complete refit in '14 w/all new paint, A/V equip, new décor, appliances, new tender, 16V92's w/1100 hrs. Ft. Laud. CA

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RELENTLESS, 145' 2002 Trinity Tri-Deck MY - ABS class, 5 S/Rs, Mahogany interior, 16V-2000's, recent W6 service. Ft. Lauderdale. CA



ATLANTICA 135' 2000/12 Christensen TDMY - ABS Classed, 5 S/R, & new exterior paint. 16V2000's w/recent W6 service. S. Fla CA



MURPHY'S LAW, 124' 1998/14 Delta Tri-Deck MY - New exterior paint, zero hours on main engines. New elects & decor. 4 S/Rs. Ft. Lauderdale, FL CA



MUCHO MAS, 115' 1994 Broward MY - Repwd w/CAT C32 Engines w/1250hrs, full walk-around decks, 4 S/R + Crew. Miami. CA



GOOD TIMES, 114' 1996/14 Hatteras MY - Complete refit, gorgeous new interior & joinery, elects & A/V, hardtop, FB bar, tender & toys! 16V2000's, new gens. S. FL CA



LADY CAROLE, 105' 2010 Azimut High Speed MY - On-deck master, 4 S/Rs below. Powered by MTU 16V-2000's, zero speed stabilizers. South FL. CA



HERITAGE, 86' 1987 Burger MY - New interior & upgrades 2011, Twin MTU 8V396. Pristine condition. Ft. Lauderdale, FL. CA



FREEDOM, 75' 2003 Hatteras CMY - 4 S/R layout, Cat 3412, new interior. Boca Raton. Also avail, **75' 2001 Hatteras CMY L'DOR V'DOR**, 5 S/Rs, Miami. CA



STREAM RUNNER, 65' 2003 Hatteras CNV SF - Enc. bridge, internal stairwell, 4 S/R layout, full tower, davit & tender, Cats w/low hrs. Miami, FL CA



HUEY'S ISLAND II, 48' 2008 Cabo SF CNV - Best pedigree 3 S/R SF w/ common rail power, 2014 Garmin elects & low hrs - priced right! Ft. Laud. CA

For information on our charter fleet, please contact Nicole Caulfield at 954-525-3886 or at charters@rjcyachts.com

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135' Atlantica	\$105k/wk
126' Sea Bear.....	\$55k/wk
124' Viva Mas	\$95k/wk
124' Murphy's Law	\$65k/wk
120' Cherish II	\$53k/wk
118' True North.....	\$45k/wk
115' Salacia.....	\$39.5k/wk
114' Good Times.....	\$40k/wk
112' Silver Moon	\$49.5k/wk
112' Lady Sharon Gale...	\$39.5k/wk
112' Sharon Lee	\$49.5k/wk
105' Independence 2.....	\$36k/wk
108' Lucky Stars.....	\$5k/day
100' Crescendo	\$49.5k/wk
90' Bangarang	\$36k/wk
87' Sixty Six	\$36k/wk
85' Reflections	\$33k/wk
75' Freedom	\$3k/day



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GALLANT LADY 168' (51.2m) :: Feadship :: 2007/2014 :: \$39,000,000
Kevin Merrigan :: Fort Lauderdale :: +1 954 647 5986 :: Kevin.Merrigan@NorthropandJohnson.com



TROY 155' (47m) :: Esenyacht :: 2015 :: €29,500,000
David Seal :: Antibes :: +44 (0) 789 689 5892 :: David.Seal@NorthropandJohnson.com



ZOOM ZOOM ZOOM 161' (49m) :: Trinity :: 2005/2013 :: \$16,500,000
Sean Doyle :: Fort Lauderdale :: +1 954 478 3380 :: Sean.Doyle@NorthropandJohnson.com



LIBRA III 157' (47.8m) :: Trinity :: 2006/2014 :: \$19,000,000
Sean Doyle :: Fort Lauderdale :: +1 954 478 3380 :: Sean.Doyle@NorthropandJohnson.com



SALPERTION IV 148' (45m) :: Fitzroy/Dubois :: 2009 :: €15,850,000
Ann Avery :: Fort Lauderdale :: +1 954 326 7827 :: Ann.Avery@NorthropandJohnson.com

BROKERAGE ★ CHARTER ★ MANAGEMENT ★ NEW CONSTRUCTION ★ CREW SERVICES



APACHE II 144' (44m) :: Baglietto :: 2009 :: €9,950,000
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BIG ZIP 142' (43.3m) :: Trinity :: 2010 :: \$22,000,000
Kevin Merrigan :: Fort Lauderdale :: +1 954 647 5986 :: Kevin.Merrigan@NorthropandJohnson.com



CENTINELA IV 137' (41.7m) :: Feadship :: 1982/2008 :: \$7,400,000
Wes Sanford :: Fort Lauderdale :: +1 954 806 7036 :: Wes.Sanford@NorthropandJohnson.com



BBS 123' (37.4m) :: Palmer Johnson :: 2006 :: \$6,995,000
Wes Sanford :: Fort Lauderdale :: +1 954 806 7036 :: Wes.Sanford@NorthropandJohnson.com



AR-DE 122' (37.2m) :: Burger :: 2002 :: \$9,950,000
Chris Chumley :: Fort Lauderdale :: +1 954 290 4125 :: Chris.Chumley@NorthropandJohnson.com



UNBRIDLED 116' (35.3m) :: Crescent Yachts :: 1995/2015 :: \$4,495,000
Philip Bell :: Fort Lauderdale :: +1 954 873 0171 :: Philip.Bell@NorthropandJohnson.com



SUNSEEKER PREDATOR 84 87' (26.5m) :: Sunseeker :: 2013 :: €3,200,000
Jonathan Browne :: Antibes :: +33 6 23 76 18 84 :: Jonathan.Browne@NorthropandJohnson.com



BINA 79' (24.1m) :: Dyna :: 2007 :: \$1,749,000
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Trans-Atlantic Range
Best Buy \$11,500,000

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Crew Aft
Widebody
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5 Staterooms | Cat C-18 | New Boat Warranties | Our Best Deal

New boat, never titled, with great 5 stateroom layout. You'll feel like you are on a 100' boat when you see the extended bridge deck with Jacuzzi, room for tender and jet ski, full beam master suite with his & her bathroom, VIP suite, formal dining room. Best deal in the country on a new 80' yacht, priced under \$4.0 million.

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Our newest design in the series will arrive just in time for the Fort Lauderdale Boat Show. You'll see lots of creativity from interior designer Shelley DiCondina, including a new five stateroom layout with on deck master suite. Nothing beats that "New Car Smell" and you can buy it before the show if you act now. Call now for details!



101' 2016 HARGRAVE – COUNTRY KITCHEN LAYOUT

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The country kitchen layout continues to be our best seller and the design team has outdone themselves on this project. All the things that have made Hargrave number one at this size are on display – the quality, the value, and the performance. You're only going to do this once so why not own the best and step up to a Hargrave?



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Hargrave has an incredible design team that is always ready for a challenge. Are you looking for an expedition boat like the one show above, or maybe the perfect yacht fisherman? Hargrave has the highest quality, great prices, and the best support in the United States. Why not build your dream instead of buying someone else's?



HOW IT ALL BEGAN by Mike Joyce

When John Sfere sent me this photo last week of the 88' Hargrave Sky Lounge BOBBI T00 being launched at the Burger yard in Manitowoc with their 500 ton lift for the 2015 summer season his excitement and enthusiasm for the planned adventures with his family was contagious, in fact, he was so excited it reminded me to book my flight north to open our "summer camp" in the 1,000 Islands in Ontario and start launching our nine boats! As I looked at John's picture it was hard not to be struck by the symbolism in the image.



You see, a lifetime ago Jack Hargrave, who founded our company, was working in the design office for Tommy Rybovich at the family boatyard in Palm Beach when Rybovich's number one customer Charlie Johnson decided he wanted to build a motoryacht as a mothership for his Rybovich sportfish. After talking it over, the family decided not to start building motoryachts and suggested Charlie go upstairs and take a look at the designs "young Johnny Hargrave" had been developing on his own since graduating from Westlawn and so he went upstairs to Tommy Rybovich's office and met with Jack, liked what he saw, and on a handshake Mr. Johnson launched the career of one of America's most influential naval architects. Big guys can do that - change the course of history with just a handshake. When Mr. Johnson's yacht was launched (see photo below), the 90' 1957 Burger SILVER SEAS set the styling standard for a generation of American yachts built by Burger. And now, almost sixty years later, there is a Hargrave yacht sitting in the slings at the Burger Boat Company. Funny how things come full circle.

▲ When the Seven Seas was launched at the Burger yard the blocking gave way during a sideways launch. Notice how calm Jack Hargrave (wearing white jacket) was with his hands in his pockets. Jack would have liked the new 500 ton Travel Lift that is using to launch the 88' Hargrave Sky Lounge BOBBI T00.

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 WESTPORT 125 | 38M



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 WESTPORT 112 | 34M



130' Westport Tri-Deck MY 2008 "ANTARES"
 Alex Rogers / Camm Moore, C.A.'s



130' Westport Tri-Deck MY 2007 "CONSTELLATION"
 Camm Moore, C.A.



130' Westport Tri-Deck MY 2004 "REDEMPTION"
 Andrew Miles, C.A.



117' Delta LRC 1996 "GRUMPY"
 Camm Moore / Alex Rogers, C.A.'s



115' Crescent 1996 "SANS SOUCI"
 Andrew Miles, C.A.

WESTPORT

SINCE 1964



112' Westport RPHMY 2008
John Varga, C.A.



100' Broward 1991
Mark Peck, C.A.



98' West Bay 1998
Andrew Miles / Bryan Long, C.A.'s



98' Queenship 1993
Mark Peck, C.A.



92' Rayburn 2007
Camm Moore, C.A.



88' Broward 1999
John Varga, C.A.



88' Tarrab MY 2002
Andrew Miles, C.A.



87' Broward 1995
Mark Peck, C.A.



85' Pacific Mariner 2007/08
Claude Racine, C.A.



80' Hatteras 2006
Andrew Miles, C.A.



80' Hatteras 2008
Mark Peck / Claude Racine, C.A.'s



80' Lazzara 1998
Mark Peck, C.A.



80' Novatec 1996
John Varga, C.A.



76' Lazzara 1999
Mark Peck, C.A.



75' Viking Sport Cruiser 2006
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Viareggio Super Yachts 2009, 6 Staterooms
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Kevin Bonnie +33(616) 39-1959



MUSTIQUE 180' (54.86M)
Trinity 2005, 6 Staterooms
EUR 23,000,000
C.A. Kevin Bonnie +33 616 391 959



WHEELS 164' (49.99M)
Trinity 2009, 6 Staterooms
USD 28,750,000
C.A. Chany Sabates III +1(954) 604-2253
C.A. Mark Elliott +1(305) 794-1167



ROCKSTAR 161' (49M)
Trinity 2009, 5 Staterooms
USD 18,900,000
C.A. Mark Elliott +1(305) 794-1167



ONE MORE TOY 155' (47.24M)
Christensen 2001, 6 Staterooms
USD 16,900,000
C.A. Mark Elliott +1(305) 794-1167



ATTITUDE 150' (46M)
Trinity 1998, 5 Staterooms
USD 23,900,000
C.A. Chany Sabates III +1(954) 604-2253



LIONSHARE 130' (39.62M)
Heesen 1987/2012, 5 Staterooms
USD 5,900,000
C.A. Mark Elliott +1(305) 794-1167



NAMOH 125' (38.10M)
Intermarine 2002/2013, 5 Staterooms
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GRAVITAS 171' (52.12M)
Feadship 1995/2014, 8 Staterooms
USD 19,850,000
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IMAGINE 164' (50M)
Trinity 2010, 5 Staterooms
USD 22,900,000
C.A. Frank Grzeszczak +1(954) 494-7096



MATCH POINT 161' (49M)
Christensen 2009, 6 Staterooms
USD 25,900,000
C.A. Mark Elliott +1(305) 794-1167



CHEVY TOY 142' (43M)
Trinity 2004/2014, 5 Staterooms
USD 11,900,000
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C.A. Frank Grzeszczak Jr. +1(954) 830-4867



CARPE DIEM II 150' (46M)
Trinity 2002/2015, 5 Staterooms
P.O.A
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BALAJU 146' (45M)
Intermarine 2002/2013, 5 Staterooms
USD 12,900,000
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NORDIC STAR 122' (37.19M)
CRN 1978/2008/2012, 5 Staterooms
USD 6,950,000
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JIVA 111' (33.91M)
Sunseeker 2008, 5 Staterooms
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LADY SHERIDAN NOW AVAILABLE FOR CHARTER OR OWNERSHIP

Exquisitely detailed and impeccably maintained, LADY SHERIDAN, is now offered for sale for the first time since her launch in 2007. This 7 cabin layout has tremendous flexibility for charter or private use and the ABEKING & RASMUSSEN attention to details is evident throughout each space from the engine room to the spectacular owner's suite. This a turn-key purchase for the discriminating and knowledgeable buyer who wants the finest condition northern European yacht available in today large yacht market.

LOA: 190' (58.85 m)
 Year: Mfg-2007
 Mfg: ABEKING & RASMUSSEN
 Beam: 35'11" (10.70 m) / Draft: Max 11'48" (3.5 m)
 Staterooms: 7 / Sleeps: 12 / Crew: 15
 Class: Lloyd's, 100 A1 SSC Yacht P Mono G6 LMC Ly2
 Price: \$55,000,000

Contact World Wide Central Agent Ken Denison
 Cellular: 954.612.1000 ken@denisondaves.com
 1635 Miami Road, Suite 1, Fort Lauderdale, Florida 33316
 Phone: (954) 763-8201 Fax: (954) 763-9079
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"POPS" was constructed using a West System epoxy cold molded process. The hull design combined with CATERPILLAR diesel engines lend to a 400mile range @ 26knots; top speed approaches 35knots. Her layout features a complete galley, bathroom w/ shower, plus a private cabin forward w/ 2 berths. The salon includes a dinette seating for 6guests + wet bar station. Brazilian Mahogany wood is accented by the use of Pine wood throughout. Personal inspection is a must to appreciate the craftsmanship of this boat.

Year: 1990
LOA: 56ft
Beam: 12ft
Builder: Superior Sailboat, LTD
Designed: Vic Carpenter
Draft: 4ft
Price Upon Request

Contact Chris Baker / Licensed / Bonded Florida Yacht Broker

Cellular: 561.722.6727 chrisb@denisondaves.com

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Twin MTU Diesels & Kamewa Water Jets, 5220hp, 5 Strms + Crew brian@ardell.com



132'9" LURSSSEN 1993 **\$4,500,000** Gage Powell
Ron Holland Design, Stable Yacht, Large Beam, 4 Strms + Crew gage@ardell.com



72' OYSTER 2006 **\$2,850,000** Todd Rittenhouse
Stan Humphries Design, 3 Strms+Crew, Hydr. Furling, North Sails rittenhouse@ardell.com



76' FRANCHINI 2001 **\$1,895,000** Jim Elliott
Custom Cruising Sailboat Designed by Doug Peterson, 3 Strms+Crew elliott@ardell.com



88' NORDLUND 2000 **\$850,000** Brian Hermann
Custom Built, Twin MAN Diesels w/ Very Low Hours, 3 Strms + Crew brian@ardell.com



82' NORTHCOAST 1999 **\$1,450,000** Jim Elliott
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David McDonald

Like all of us, McDonald was shocked by 9/11; it's what he did in response that sets him apart. He built a memorial in his company's Fresno, California, headquarters and flew 1,150 New York firefighters and policemen on chartered jets (designated Hero 1, 2, 3, 4, 5) to attend the dedication and a steak and lobster dinner at his home. That led to his most memorable life experience...so far.

Interview by Grace Trofa



Bahamas home



His Gulfstream 550, nicknamed "The Beast"



Favorites include Tommy Bahama clothing (above) and Maui Jim sunglasses (below).



David McDonald

Residences: Sierra Nevada foothills, near Fresno, California, and Paradise Island, Bahamas

Profession: Retired CEO and Chairman of Pelco, manufacturer of video security systems

Current yacht: *Casino Royale*, a 163-foot Christensen

This is my first and only megayacht, though I've had other boats, the largest being a 67-foot Ocean Alexander. I was always fascinated by large yachts.

My favorite cruising grounds include the South of France and Monte Carlo, and I like the East Coast of the U.S. But **my favorite port** is Saint-Tropez.

My most memorable yachting experience is the first of our three summer trips to the Med. The impressions from that first visit of the boat, the people, the culture, were spectacular. That's why we keep going back.

My first job was working in an apple orchard in West Virginia when I was a high school student. I was in my 30s when I bought **my first boat**, a nice, little 18-foot cuddy cabin Sea Ray.

I relax by traveling with family and friends, but I also enjoy taking day trips. I'm fortunate to live in a beautiful area surrounded by three national parks within a one-day drive.

I am a big NASCAR fan. I watch the races and keep track of the drivers.

I have several nice cars — a brand-new Ferrari California T, a very fast Ford GT, a ZR1 Corvette, my everyday car is a Mercedes CL63 and I have two actual NASCARs, right off the track.

My favorite wings is my Gulfstream 550. I have a pilot's license but it's a complex airplane, so I have not actually flown it myself.

Since I've seen the play "Jersey Boys" several times, **I am a fan of** the Four Seasons music, also the Beach Boys — basically the music I grew up with. Tommy Bahama is my **favorite designer**, my **favorite shades** are Maui Jim and my **drink of choice** is Cakebread Chardonnay.

The craziest thing I've done that I'll admit to is driving my Ford GT at 200 mph on a California freeway.

You would be surprised to know my favorite food is hot dogs. New York street dogs are the best.

I am involved in several charities that are kind of related, based on my love for animals. I helped finance, design and build the Miss Winkles Pet Adoption Center in Clovis, California, for about 200 animals, named in memory of my very precious West Highland Terrier.

My most memorable life experience is the following year after our invitation to New York's finest to spend the weekend away from the horrors of 9/11 and attend the dedication of our California Memorial on Pelco's property, I was given the great honor of being named a Grand Marshal in the New York City St. Patrick's Day parade in 2002. I'll never forget the experience.

A life lesson I learned is how you treat others determines how you will be treated. I believe in karma. I do my best to treat everyone with respect. We will not be remembered for what we had, only for what we gave.

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